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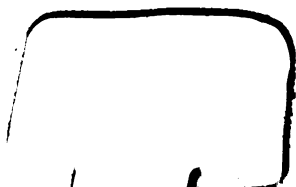
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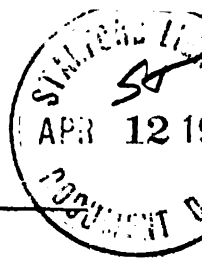
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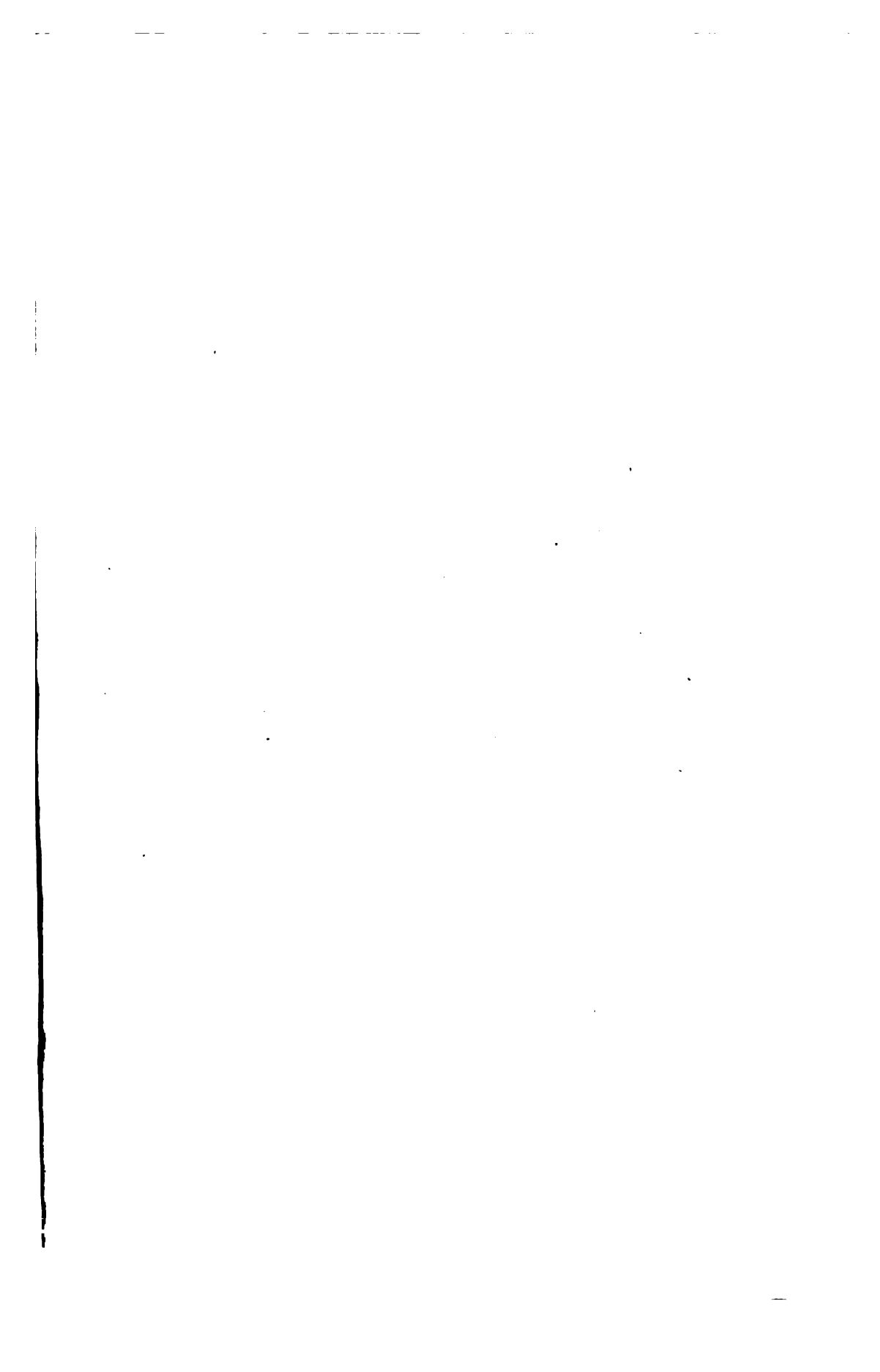
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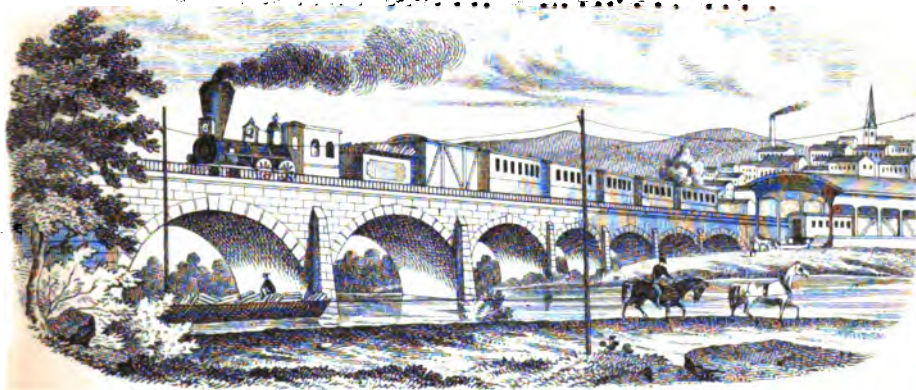
J. Simpson Africa,
Secretary of Internal Affairs.



Philadelphia: Sept. 1884

ANNUAL REPORT
OF THE
Secretary of Internal Affairs
OF THE
COMMONWEALTH OF PENNSYLVANIA

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PART IV.
RAILROAD, CANAL, NAVIGATION AND
TELEGRAPH COMPANIES,

FOR THE
YEAR 1884.

HARRISBURG
LANE S. HART,
STATE PRINTER & BINDER,
1885.

УНАЗНАЉИ ОДОГНАТЪ

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ANNUAL REPORT
OF THE
SECRETARY OF INTERNAL AFFAIRS.

PART IV.

Railroad, Canal, Navigation, Telegraph, and Telephone Companies,

FOR THE YEAR 1884.

COMMUNICATION.

DEPARTMENT OF INTERNAL AFFAIRS,
HARRISBURG, *February 15, 1885.*

To His Excellency ROBERT E. PATTISON,

Governor of Pennsylvania:

In compliance with the requirements of the Constitution, and the acts of the General Assembly, approved respectively April 9, 1870, May 15, 1874, and June 4, 1883, I have the honor to present you herewith, for transmission to the General Assembly, a report of this Department, Part IV, Railroad, Canal, Navigation, Telegraph, and Telephone Companies, for the year ending December 31, 1884.

I am, very respectfully,

Your obedient servant,

J. SIMPSON AFRICA,
Secretary of Internal Affairs.

REPORT.

The number of corporations embraced in the report of this Department for 1883 was 258, classified as follows: Steam railroads, 192; passenger railways, 46; canals, 8; telegraphs, 7, and telephones, 5. The number embraced in the present report is 305, classified as follows: Steam railroads, 228; passenger railways, 50; canals, 8; telegraphs, 11; telephones, 4, and combined telegraph and telephone, 4. The increase is partly due to the active efforts made by this Department to obtain reports from all corporations whose duty it is made by law to report, and partly to the formation of new companies during the year. Notwithstanding the prevailing and wide-spread stagnation in trade, the march of modern methods of transportation and communication is onward in Pennsylvania. The next few years must witness an important addition to her railroad mileage, whilst the telephone promises to extend to almost every village within her limits.

Pennsylvania's Railroad Mileage.

In a recent publication in relation to railroads, Pennsylvania has been assigned an inferior position in respect to mileage, the first rank being accorded to Illinois and the second to Iowa. This Department is not disposed to accept for Pennsylvania the position thus assigned to her.

In the report of the railroad commissioners of Illinois for 1884, the total length of all tracks in that State is put at eleven thousand one hundred and eighty-seven miles. By this report the aggregate length of all tracks in Pennsylvania is twelve thousand seven hundred and sixty-five miles, an excess of one thousand five hundred and seventy-eight miles over the total trackage of Illinois. The Illinois report is for the railroad year ending June 30, 1884. That of Pennsylvania is for the year ending December 31, 1884.

By an unfortunate error, which was not discovered in time to secure its correction, the total of the column devoted to "aggregate length of all tracks in Pennsylvania," in table D of this report, was printed thirteen thousand six hundred and forty-six. The correct total of that column is fifteen thousand six hundred and sixty-five, the error amounting to two thousand and nineteen miles.

But the total of that column, correctly rendered, would not present the true length of all railroad tracks in this State. Many of the reporting roads are leased, and their mileage has been reported by their lessees as well as by themselves, thus doubling it up. The list has been gone over carefully, and has resulted in a deduction of two thousand nine hundred from the total of fifteen thousand six hundred and sixty-five, leaving the total length of all tracks in Pennsylvania twelve thousand seven hundred and sixty-

five miles, as already stated. This does not include passenger railway mileage.

Twenty-seven companies have reported the length of their lines without giving any trackage in the State. Most of these are new enterprises, with roads in various stages of progress, whilst others are old enterprises that have never made much headway, but whose projectors seem indisposed to abandon them, and doubtless hope for better success in the future. Four companies, including the South Pennsylvania, have not reported any length of road, finished or unfinished. If carried to completion, these enterprises would probably add from twelve hundred to fifteen hundred miles to the railroad trackage of the State, but this Department has no data upon which to base an estimate of the number of miles likely to be finished during the current year or in the near future.

Capital Stock, Debt and Cost.

The company reports show \$726,322,549 79 of capital stock paid in at the close of 1884, an increase of \$32,238,996 69, compared with 1883. Funded and unfunded debt, \$775,438,674 42, an increase of \$51,926,-033 49. The total of stock and debt reported is \$1,501,761,224 21.

The cost of roads and equipment, as reported, is \$975,313,784 35, or \$526,447,439 86 less than the stock and debt. Adding \$31,977,491 05 of real estate reported as owned, the excess of stock and debt over cost of roads, equipment and real estate, as reported, is \$494,469,948 81. But a number of companies that reported the amount of their stock and debt did not report the cost of their roads and equipment. This will account in part for the above-mentioned excess, but it is believed that a full report of the cost of all the roads, including equipment and real estate, would still leave a heavy excess of stock and debt over cost. This feature is observable in the railroad reports of other States, and in some of them it is attributed to the process known as "watering the stock."

Passengers and Freight.

There has been an increase in the number of passengers and a decrease in the quantity of freight carried. The increase in passengers shows the increasing disposition of our people to travel, and the decrease in tonnage is evidence of the stagnation in business that prevailed throughout the year. But notwithstanding the increased number of passengers carried, the receipts from this source were slightly less than the previous year. This indicates shorter journeys on the average or reduced rates of fare. Excursions for comparatively short distances and at low rates have become very common and increase from year to year.

Tabular Statements.

The tabular statements contained in this report have been annotated with unusual fullness. Everything in the tables that appeared to need explanation has been duly explained in foot-notes.

Railroads of the World.

The total length of railroads in the world, at the time of issuing this report, is probably two hundred and seventy thousand miles. Very nearly

one half of this grand total of railroad mileage is in North America. The United States have about one hundred and twenty-five thousand miles, and the whole remainder of the continent and adjacent islands (West Indies) about nine thousand. The railroad mileage of the United States is equal to that of Europe, Asia and Africa combined. Europe, with her old civilization and immense population, and her great development in agriculture and manufactures, falls behind the United States about fifteen thousand miles. Counting in her dependencies in all parts of the world, Great Britain can show only about thirty-three per cent. of the mileage of this country, Germany following with fifteen per cent., France with fourteen, and Russia with thirteen. These figures show the marvelous and possibly too-rapid extension of railroads in the United States.

The great empire of China, containing perhaps one fourth of the entire population of the earth, has only seven miles of railroad, and popular sentiment is hostile to its increase. To us this hostility appears to be very unreasonable and to result from prejudice founded on ignorance. There may be a better foundation for it and more wisdom in it than we are aware of. This seems possible from what has happened in one of the islands of Asia. Ceylon, lying off the southern point of India, is about half the size of Pennsylvania and contains about half her population. It is a British possession and has long been noted for its production of coffee, large quantities of which have been exported.

The better to get the coffee to market, a railroad seventy-four miles long was constructed from Cblombo, a seaport, to Kandy, a town in the interior, traversing the finest coffee-producing districts in the island. A branch was thrown out twenty-five miles from a point on the main road, making a total length of ninety-nine miles. To an American or a European, the effect was of the most unexpected character. The Honorable W. Morey, writing from Coquimbo under date of December 30, 1882, stated the remarkable fact that "every locality in Ceylon heretofore penetrated or even tapped by a railroad line has almost immediately after lost its character as a coffee-producing district."

It would be interesting and instructive to know *why* the production of coffee declined with the extension of facilities for its transportation to the principal market on the sea-coast of Ceylon, but the volume* from which this remarkable information is obtained throws no light on the subject. To most minds it would at once occur that coffee had been abandoned for more remunerative products, but this theory is contradicted by what Mr. Morey wrote about the business of the railroad. He said: "The revenue for the year 1881 from railroad receipts was \$161,955, the latter having been actually less than the receipts of any previous year since 1874, although forty-six additional miles of permanent way have been opened since that period."

"Happutella," according to Mr. Morey, is "now about the only real coffee district in the island." Seven districts are named as having suffered

* "Foreign Railways of the World," published by the "Railway Register," St. Louis, Mo., 1884.

a destructive decline since the railroad was made, and these are described as "comprising every locality known to coffee production in Ceylon through which or near to which the iron horse has found its way."

Railroad Reports of other States.

A synopsis of statistics given and topics discussed in railroad reports of other States received at this Department is hereto annexed.

CONNECTICUT.

The report of the railroad commissioners of Connecticut, dated January 1, 1885, contains the statistics of the several lines of the State for the fiscal year ending with the 30th day of September, 1884. In compliance with a law requiring the commissioners, at least twice in each year, to examine the several railroads and see that they are kept in suitable repair, a report was made of the condition of each road in which additions to equipment, renewal of wooden structures with wood or iron, replacing of iron with steel rails, modernizing and enlargement of passenger station-houses, laying of double track, laying of stone ballasting, bridging of highway crossings, and other improvements are noted. The length in miles of the several roads in the State is 973.33; double track, 173.78; sidings, 247.505; total length of single track, miles, 1,394.615. With the exception of sixty-three miles, all the roads are laid with steel rails. Eleven companies, representing a combined capital of \$30,340,377 46, declared dividends ranging from 2½ to 10 per cent., averaging 8.73 per cent., and twelve companies, with a combined capital of \$27,594,650, declared no dividends. The total amount of stock and debt reported on the 30th September, 1884, was \$91,678,241 59, and the cost of roads and equipment and other permanent investments, \$90,705,647 88. The gross earnings show a falling off, compared with the preceding year, of \$300,643 69, whilst there was an increase of six hundred and four thousand nine hundred and fifty-seven in the number of passengers, and of nine hundred and forty-nine thousand eight hundred and fifty in the number of tons of freight carried. Referring to the rivalry for precedence between two companies whose lines, if constructed, would be parallel, the commissioners say: "At present the depressed condition of business, the ruin which has come upon investors in the stock and bonds of some parallel lines, and the unsatisfactory condition of what were supposed to be sound railroad corporations, forbid any expectation of the immediate construction of either of these proposed roads." No new companies were formed and there was very little new work done during the year.

ILLINOIS.

The report of her railroad commissioners for 1884 claims for Illinois the distinction of leading all other States in railroad mileage. The total length of main lines and branches is stated at nine thousand one hundred and forty-one miles, and of all tracks, eleven thousand one hundred and eighty-seven. The capital stock and debt of the reporting roads (some of which extend outside of the State, and all of which combined have a total trackage of thirty-six thousand six hundred and seventy-seven miles) is

\$1,377,229,768. and the cost of roads and equipment. \$1,255,513.448. Forty-three roads were operated at a profit and seven at a loss during the year. There was a total decrease in gross earnings, compared with the previous year, of \$3,918.846. and the balance applicable to dividends was \$5,025,625 less than in 1883. The gains and losses are stated as follows: "Passenger. gain. \$2,044.817 30; freight. gain. \$4,944,570 07; other sources, loss, \$10,908.234 16." The companies reporting had a total gross income for the year of \$210,228,068 76, of which \$56,457,138 39 was from Illinois business. The dividends declared ranged from three to ten per cent. There was an increase of six million six hundred and thirty-five thousand eight hundred and eighty-four tons of freight on the whole line. but the increase in Illinois was only four hundred and eighty-three thousand six hundred and eighty-nine. The rate charged for freight in cents per ton per mile on fifteen of the principal roads in 1884 was from 0.70, the lowest, up to 1.84, the highest. The total number of employés on all the roads reporting was one hundred and forty thousand eight hundred and seventy-seven; of these, forty-three thousand two hundred and sixty were employed in Illinois. Persons killed within the State, three hundred and seventy-six; injured, nine hundred and seventy-five. Steel rail is being generally used.

IOWA.

The companies reporting to the Iowa board have a total length of twenty-one thousand one hundred and fifty-four miles, but the number of miles in operation within the State is seven thousand two hundred and forty-nine. The capital stock and debt representing the mileage within the State amount to \$273,007,694, and the cost of the roads is stated at (about) \$258,337.892. There was an increase of earnings over the previous year of \$1,301,917 08, and of operating expenses. \$423,465 53. making the increase of net earnings \$878,451 55. Twenty-four roads show an excess after deducting operating expenses, interest and rental, and eight show a deficit after making these deductions. The cost of operating one road was \$6,242 80 more than its entire income. The amount of taxes paid by the railroads in the State is \$881,149 36, being seven per cent. of the net earnings. About one half of the rails in use are steel. The number of persons employed in operating the roads is twenty-six thousand seven hundred and thirty-one. The number of killed was one hundred and twenty-nine; injured, four hundred and forty-nine. The low price of produce has led farmers to complain of the rates for transportation, but the commissioners report that the roads are generally carrying at a reduction upon the rates prescribed in what is commonly known as the "Granger law." Writing in relation to a reduction of rates, the president of one company says this would do producers no good, as its only effect would be to reduce prices in the principal markets, the supply being in excess of the demand. A manager of another principal road writes that "there has been an over-production of railways, just as there has been of everything else of late years." He intimates that much of the surplus with which the markets are stocked may

be due to the application of machinery, both on the farm and in the shop, and cites the case of a Minnesota farm laborer who had been unable to purchase an overcoat for use last winter because the twine-binder had deprived him of employment during harvest. On the part of some of the railroad officials, objection was made to a reduction of rates because, as they said, "experience shows that when a rate is once made it can never be raised without exciting popular clamor." the popular belief being "that the lowest rate ever voluntarily made by railroads should be insisted upon as a permanent basis." "We recognize," they said, "the wisdom of meeting the market, feeling our way by a gradual reduction in the rates, but what we are afraid of is that when we get the rates down, in order to move corn at the present low price, the farmers will never let us put the rates back again, no matter what corn is worth." The farmers had several years before, when corn was high, strongly objected to an advance in freight rates of two cents per hundred pounds, alleging that "it cost the railroads no more to carry corn when it was worth forty or fifty cents a bushel than when it was worth fifteen or twenty cents." Thus reluctance on the part of producers to submit to an increase in rates when it could well be sustained, led to reluctance on the part of railroads to make a reduction when it appeared to be needed.

KANSAS.

The second annual report of the board of commissioners is for the year ending December 1, 1884, and contains the returns made by the several railroad companies whose lines are in whole or in part within the State, for the year ending June 30, 1884. The number of miles of additional main track laid during the year was 141.28, and of additional side track 9.15. In compliance with law, the board made such examinations of the roads and their equipment, as well as of the manner in which they were operated, as were deemed necessary to keep informed of their condition and management. The law from which the board derives its authority is not printed in the report, but it appears, from remarks made on the subject of reduction of rates, that the framing of a tariff of rates is one of the embarrassing duties imposed upon the board. In illustration of the difficulties of this work, the commissioners say: "Two roads may have an equal tonnage per mile of road operated, their rates of charges upon freight may be identical upon the same classes of goods and merchandise carried, the expenses of operating the respective roads may bear an equal ratio to the tonnage carried, and yet their earnings may be very dissimilar. This is brought about by the character of the business brought to the two lines respectively. The road that carries the larger tonnage per mile of those classes of goods upon which the rates are highest will make a better showing as to net earnings. If two railroads, situated in respect to their business as above indicated, are required to adopt the same rates, the one may make a reasonable profit while the other may suffer continual loss." It is added that a company which has to haul a large number of empty cars on account of a heavy preponderance of freight going in one direction, works at a disad-

vantage in comparison with one whose cars run loaded both ways, "since the expense or cost of hauling an empty car is nearly as great as hauling the same car loaded with paying freight."

The interests of the people in various sections of the State and of the different carrying corporations were carefully considered, and while no radical change was made, material reductions in the freight charges were effected. The investigation of complaints made by shippers and citizens engrossed a considerable share of the time and attention of the board. Among the complaints were: failure to provide station buildings for the protection of freight and accommodation of passengers; delay in delivering coal shipments; excessive freight rates; the necessity for running an additional passenger train; refusal to furnish cars to shippers; taking up a "spur" track and abandoning a station; charging excessive rates for overloaded cars; changing the location of stations; loss of freight in transit, and overrating weight of freight shipped. The returns of the several companies contain many details which do not appear in the general tabulations, hence the extent of the rolling stock and service performed cannot be ascertained. Six of the companies operating lines in the State paid dividends, and three report a loss for the year. Upon a number of the leading lines there was a material falling off of earnings, but upon others there was an increase. The net decrease was about \$2,000,000, and yet there were one million seven hundred and thirteen thousand nine hundred and eighty-two more tons of freight carried in 1884 than in 1883. The total amount of paid-up stock and debt of railroads in Kansas is \$581,377,121 91, and the total cost of construction and equipment \$469,286,455 49.

MICHIGAN.

The railroad commissioner puts the total track mileage for the State at the date of his report (December 1, 1884.) at 5,043.81 miles, which gives one mile of railroad track to each eleven and one fourth square miles of its territory. He says: "The year has not shown the same activity in railroad construction as the last, and it is probable that, with the completion of the lines already undertaken, railroad building will be comparatively quiet for some years." The amount of capital stock and debt is \$588,683,277 84, and the total cost of roads and equipment \$545,978,532 71. The excess of stock and debt over cost of roads and equipment has gradually swelled with the extension of the roads from \$14,605,531 11, in 1873, to \$41,768,609 09, in 1883. This excess, the commissioner says, would require \$1,610,991 38, if earned in excess of expenses, interest and rentals, to be diverted from the payment of returns upon capital actually invested in the property, and divided upon shares of fictitious value only.

The earnings in excess of operating expenses showed a gain of \$1,111,613 47 over the previous year. Eight companies report deficit of earnings to operating expenses, and ten declared dividends ranging from three to ten per cent. The commissioner says: "After paying the operating expenses and fixed charges, there remained of the total revenue from all sources 3.15 per cent. applicable to the payment of dividends. This would produce a fund of

\$2,888,308 66, which would yield a return upon the entire capital stock of about 1.10 per cent., and upon the cost as reported of 0.52 per cent., thus unmistakably indicating that about forty per cent. of our railroad properties will have to enjoy a largely improved traffic before they can be expected to make returns to their owners." The number of persons employed in the service of the companies reporting was fifty-two thousand two hundred and seventy-nine, of whom nineteen thousand five hundred and thirty-one were in Michigan.

The equipment in general use on the roads is, as a rule, maintained in effective condition, and in quality is believed to be fully equal, if not superior, to the standard of the entire country. "But while such is the fact," says the commissioner, "it is also certain that much remains to be accomplished in the way of improved construction of freight cars before the by far too-numerous casualties reported by the railroad companies from year to year will be reduced to reasonable numbers. I am convinced that the following improvements are indispensable to a desirable condition of our freight-train service: 1. A standard pattern of freight car of uniform dimensions and construction, to be adopted by all the roads of the country. 2. Automatic couplers. 3. Power-brake for freight cars operated from the engine, as in general use for passenger cars." The casualty report shows the largest annual record of killed and injured of any in the history of the railroad department of Michigan. The killed numbered one hundred and sixty-three, and the injured four hundred and sixteen, a total of five hundred and seventy-nine. One passenger was killed in each one million four hundred and ninety-three thousand seven hundred and thirty-four, and one injured in each four hundred and sixty thousand two hundred and twenty-three carried. The number of employes on duty in the State during the year was nineteen thousand five hundred and thirty-one. One of every three hundred and fifteen of these was killed, and one of about every sixty-seven injured. The laws regulating transportation appear to be faithfully observed by the railroad companies, and service performed to the satisfaction of shippers, for the commissioner says that in response to that requirement of the law making it incumbent upon him to report cases of discrimination in the matter of freights at competitive and non-competitive points, he has to state "that no complaints of discrimination in any particular have reached him during the past year."

NEW HAMPSHIRE.

The report of the commissioners for 1884 fixes the total length of all railroad tracks in the State at 1,310.32 miles. This includes 203.61 miles of siding and 65.09 of second track. The mileage did not increase during the year, and the report says there is no present prospect that any addition will be made during the current year. All the principal points of business in the State are provided with railroad facilities. "In many cases," the commissioners say, "there are two or more independent railroads furnishing facilities of transportation," but "notwithstanding these additional facilities, it is not at all clear that the towns and cities enjoying

them are more prosperous than others with only a single railroad management. The advantages supposed to be derived from rival lines have never equaled the anticipations of their builders, and with rare exceptions these enterprises have been financial failures. * * * If the construction of branches or new lines not warranted by the state of business is attended with more difficulty hereafter than before, it will be no public loss. * * The main question is, not to provide capital for new lines, but to develop business on the old lines, to the end that fair dividends may be earned, the public be better and more safely accommodated, and the lowest reasonable rates of transportation secured."

Steel rails are in general use on the main lines, and their advantage over iron rails is computed at sixfold. The commissioners say one experiment that has come under their notice establishes a sevenfold advantage.

Sixteen persons were reported killed during the year, and twenty-six injured, but the commissioners say the returns as to injuries are not complete, especially as to injuries arising from coupling freight cars, which are deplorably frequent wherever there are railroads in operation. On the New Hampshire roads, as elsewhere, a safety coupler, which will not require the employes to go between the cars to effect a connection, is regarded as one of the most urgent needs of the service.

NEW YORK.

The report of the board of railroad commissioners for the year ending September 30, 1884, puts the total miles of railroads in the State at 7,297.89. The year is described as one that "has been profitable to but few railroads, unprofitable to many, and disastrous to some, the general commercial depression throughout the country having been severely felt by the lines of transportation." The commissioners say "overproduction of almost every staple article of human consumption seems to obtain throughout the civilized world to a greater or less extent, and in no branch of business has this, together with excessive competition, been more severely felt than in transportation." They add that whilst "for many years *four* trunk lines sufficed to carry the surplus of the crops from the West to tide water, now there are *seven*." The rivalries were fierce and the competitive rates ruinous. One road, the New York, West Shore and Buffalo, went into the hands of a receiver in consequence of a war of rates, its *operating expenses alone* for two months and nine days exceeding the gross earnings by \$312,958, or at the rate of about \$1,658,000 a year. The "wisdom of the State in permitting any thirteen men who can secure subscriptions of \$10,000 per mile, with ten per cent. thereof paid in, to build a railroad anywhere they see fit," is questioned, and it is added that "when the State has undertaken the control of railroads by the creation of supervisory boards, and has determined to exact the highest standard of service at reasonable rates of freight and fare, it would certainly seem as if a corresponding obligation rested upon it to protect existing railroads from useless and disastrous competition by unnecessary new ones." The general disposition hitherto has been to encourage all new railroad enterprises, but

considering the vast amount of capital now invested in railroads that pay no dividends, the question raised by the New York commissioners cannot be dismissed as unworthy of consideration.

The capital stock and debt of the New York roads on the 30th of September, 1884, amounted to \$1,268,220,758; the cost of roads and equipment, \$1,160,739,434. The total earnings were \$126,204,164, a decrease of \$7,776,461 from the previous year. There was an increase of \$4,070 in the operating expenses, of \$3,676,664 in interest paid, and of \$73,359,680 in stock and debt.

The tendency of railroads to supersede canals as channels of transportation is shown by a table in this report, wherein the total tonnage of the New York canals is compared with that of the "New York Central" and "New York, Lake Erie and Western" railroads for the last ten years. In 1874, the canals carried five million eight hundred and four thousand five hundred and eighty-eight tons, and the two railroads combined twelve million four hundred and seventy-eight thousand nine hundred and fifty-four. In 1884, the canals carried five million nine thousand four hundred and eighty-eight tons, and the two railroads twenty-six million four hundred and thirty-two thousand and sixteen. The canals lost nearly eight hundred thousand tons, and the railroads gained nearly fourteen millions. Tolls on the canals were abolished in 1882, and they gained one hundred and ninety-six thousand six hundred and thirty-three tons in 1883, but lost six hundred and fifty-four thousand five hundred and sixty-eight in 1884, so that even making them free has not enabled them to compete with the railroads.

A law passed in 1884 requires all railroad companies in New York to determine upon a form of automatic coupler for freight cars to be put in use after the 1st of July, 1886. The commissioners say: "A great deal of attention is being given to this subject throughout the country, and it is worthy all the attention it receives. The number of men killed or injured by being caught between cars is very serious. In this State it amounted, last year, to seventeen killed and three hundred and eighty-eight injured, the year previous to thirty-four killed and three hundred and thirty-five injured." The hope is expressed that there will be an agreement soon between the different railroads of the country as to the best form of coupler, and the striking fact is stated that the New York, Lake Erie and Western Railroad Company now keeps in stock over forty different draw-bars necessary to make repairs of cars it receives on its lines. Thus economy joins humanity in demanding an automatic coupler for freight cars.

The number of persons killed on New York railroads in 1884 was four hundred and eighty-one; injured, twelve hundred and nineteen. The principal cause of death to passengers was getting on or off trains in motion. Walking or being on the track, and falling from trains, engines, or cars—dangers incident to their occupation and probably not preventable in any way—were the main causes of death of employés. More injuries to employés resulted from coupling cars than from all other causes, and to this cause also the third largest number of deaths among them was due.

WISCONSIN.

The report made January 5, 1885, was for 1883 and 1884, and comprised returns from sixteen companies. Only three reported dividends declared in 1883, and one of these was on preferred stock alone. Only four declared dividends in 1884, and these amounted to less than three per cent. on the total stock reported. The commissioner says this "is but the natural result of fictitious values;" that "instances have occurred where investments in bonds of railways have carried with them stock to the same amount as the bonds purchased without any additional compensation." The effect has been to exaggerate the cost of the roads. The commissioner is of the opinion that only three of the roads have stated their true cost. He says the average cost per mile of Wisconsin roads is reported at \$40,323 70, but that the cost reported in a majority of instances is anything but correct. In his opinion, one road quoted at \$70,000 per mile did not cost as much as another quoted at \$31,000, the latter being, in road-bed, terminal facilities, stations and equipment one of the best in the State, while the former is cheap in construction and poor in equipment and terminal facilities. "Stock-watering," the commissioner says, "plays a large part in these items, and no hope of improvement can be entertained as long as the same amount of money can be raised more readily by placing stocks at fifty per cent. or less than at par. The injustice appears when for the purposes of income the par value is always considered."

On the subject of freight charges, the commissioner is of the opinion that "very few complaints would be heard if shippers were all treated alike and no discrimination made between places." He says "it is not excessive rates that shippers complain of so much as discrimination." The remedy suggested is to "make the car load the unit in freight values and give all an equal chance." It is added that "the whole question of rates is so complicated, so many and various influences surrounding it, that any legislation for its control should be most carefully considered," and that "the unnecessary expense involved in building needless parallel lines does not tend to lessen the charge of transportation, and good sense would seem to dictate that where one road can well do the work required no parallel line be permitted to be built."

The total number of miles of railroad in Wisconsin at the close of the year 1884 was 4,245.21. The revenue of the State is derived principally from railroads, and her income from this source is greater than that of any other State with the same mileage. The companies are required to take out a license every year, the fee for which is graduated according to the earnings per mile the previous year.

The persons employed during the year 1884 numbered fifteen thousand four hundred and twenty-three, and the casualties were ninety-two persons killed and one hundred and fifty-one injured—total, two hundred and forty-three. About sixty-one per cent. of all accidents were to employes, and more than one half of these were caused by falling from cars and coupling cars.

RAILROAD COMPANIES.

1 RAILROADS.



REPORTS OF COMPANIES.

Addison and Northern Pennsylvania.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
Thomas C. Platt, President,	New York city, N. Y.
George R. Blanchard, Vice President,	New York city, N. Y.
James E. Jones, Secretary,	Addison, N. Y.
William C. Sheldon, Treasurer,	New York city, N. Y.
Frank M. Baker, General Superintendent,	Addison, N. Y.
H. C. Hitchcock, Auditor,	Addison, N. Y.
General offices at Addison, N. Y.	

<i>Directors.</i>	<i>Residences.</i>
Thomas C. Platt,	New York city, N. Y.
George R. Blanchard,	New York city, N. Y.
Richard G. Taylor,	Buffalo, N. Y.
Walter S. Gurnee,	New York city, N. Y.
Roscoe Conkling,	New York city, N. Y.
James E. Jones,	Addison, N. Y.
Charles L. Pattison,	Elkland, Pa.
William C. Sheldon,	New York city, N. Y.
James Horton,	Westfield, Pa.
Bird W. Spencer,	Passaic, N. J.
Henry P. De Graef,	New York city, N. Y.
John W. Hammond,	Osceola, Pa.
James D. Fish,	New York city, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Addison, N. Y., to Gaines, Pa., . . .	41	30.50
Length of single main track,	41	30.50
Branches.		
From Gurnee Junction, Pa., to Gurnee, Pa., length of road, . .	4.50	4.50

ASSETS.

Cost of road and equipment,	\$480,200	92
Stocks and bonds,	577,300	00
Due by agents and others,	19,614	80
Supplies on hand,	819	40
Cash on hand,	1,018	67
Profit and loss,	827,814	10
	\$1,406,767	89
LIABILITIES.		
Capital stock,	\$600,000	00
Funded debt,	600,000	00
Unfunded debt,	202,497	96
Due for wages, supplies, &c.,	4,269	43
	\$1,406,767	89

*Allegheny Valley.**Year ending October 31, 1884.**Officers.*

John Scott and W. H. Barnes, Receivers,	Pittsburgh, Pa.
Thomas R. Robinson, Secretary and Treasurer,	Pittsburgh, Pa.
Hampton Dalzell, General Solicitor,	Pittsburgh, Pa.
T. F. Brown, Auditor,	Pittsburgh, Pa.
E. Hutley, General Freight and Passenger Agent,	Pittsburgh, Pa.
David McCargo, General Superintendent,	Pittsburgh, Pa.
C. B. Price, Division Superintendent,	Pittsburgh, Pa.
A. A. Jackson, Division Superintendent,	Reynoldsville, Pa.

*Residences.**Directors.*

John Scott,	Pittsburgh, Pa.
D. A. Stewart,	Pittsburgh, Pa.
B. F. Jones,	Pittsburgh, Pa.
George B. Roberts,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
H. M. Phillips,	Philadelphia, Pa.

Residences.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh to Oil City and Driftwood,	242	242
Length of single main track,	230	230
Length of second main track,	12	12
Branches.		
Sligo branch, from Sligo junction to } Length of road,	10½	10½
Sligo, } Length of single track,	10½	10½
Plum Creek branch, from Verona } Length of road,	7	7
to coal works, } Length of single track,	7	7

ASSETS.

Cost of construction,	\$21,683,452	77
Cost of equipment,	2,366,087	53
Value of shop and roadway material,	111,038	15
Cash on hands and in transit,	390,974	48
Balance due from railroad companies,	80,984	06
Balance due from station agents and conductors,	35,388	51
Balance due from individuals and firms,	9,084	66
Old balances likely to be charged to profit and loss,	265,695	10
Stock in Buffalo and South-Western Railway Company,	125,000	00
Balance to debit of profit and loss,	8,461,121	64
	\$33,528,806	90
LIABILITIES.		
Capital stock,	\$2,166,500	00
First mortgage bonds, River division,	4,000,000	00
First mortgage bonds, Low Grade division,	10,000,000	00
Second mortgage bonds, Low Grade division,	2,600,000	00
Income bonds,	9,719,800	00
Bonds and mortgages on real estate,	123,943	97
Due railroad companies in current account,	9,637	53
Accounts payable current,	150,068	66
Guarantee coupons purchased by Pennsylvania Railroad Company,	4,509,190	00
Interest on bonds accrued, due July 1 and October 1, 1883,	224,864	00
Balance due contributing companies, payable in income bonds,	1,423	59
Orders for income bonds and scrip, issued in part payment of interest on income bonds,	23,379	15
	\$33,528,806	90

*Allentown.**Year ending November 30, 1884.*

<i>Officers.</i>	<i>Residences.</i>
G. A. Nicolls, President,	Reading.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
J. B. Lippincott,	Philadelphia.
I. V. Williamson,	Philadelphia.
George deB. Keim,	Philadelphia.
Franklin A. Comly,	Philadelphia.
Joseph Wharton,	Philadelphia.
John Wanamaker,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Topton, Pa., to Kutztown, Pa.,	4.5	4.5
Length of single main track,	4.5	4.5

ASSETS.

Construction,	\$1,061,143	28
Real estate,	23,509	43
Cash,	33	68
Sundry debits,	5,252	10
Profit and loss,	198,568	22
	\$1,288,506	71
LIABILITIES.		
Capital stock,	\$1,268,884	47
Unfunded debt,	6,876	87
Sundry credits,	12,745	87
	\$1,288,506	71

*Arnot and Pine Creek.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
L. H. Shattuck, President,	Blossburg, Pa.
D. S. Drake, Secretary and Treasurer,	Elmira, N. Y.
<i>Directors.</i>	<i>Residences.</i>
M. F. Elliott,	Wellsboro', Pa.
H. J. Landrus,	Arnot, Pa.
J. L. Higgins,	Arnot, Pa.
J. B. Niles,	Wellsboro', Pa.
George E. Brown,	Hoytville, Pa.
T. C. Peck,	Blossburg, Pa.

Main Line.	Whole. length in miles.	Length in Penn'a.
Length of main line, from Arnot to Hoytville,	12	12

*Bachman Valley.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
A. W. Eichelberger, President,	Hanover, Pa.
C. W. Forney, Secretary and Treasurer,	Hanover, Pa.
General offices at Hanover, York county, Pa.	

<i>Directors.</i>	<i>Residences.</i>
Henry C. Schriver,	Hanover, Pa.
Joseph Althoff,	Hanover, Pa.
Henry Young,	Hanover, Pa.
Josiah W. Gitt,	Hanover, Pa.
Stephen Keefer,	Hanover, Pa.
Levi Dubs,	Summit, York county, Pa.
A. J. Klinefelter,	Glenville, York county, Pa.
Adam Newcomer,	Glenville, York county, Pa.
P. R. Pyne,	Columbia, Pa.
Jerome L. Boyer,	Columbia, Pa.
A. K. Boyd,	Columbia, Pa.
Samuel Thomas,	Columbia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Valley Junction to Maryland State line,	9	

ASSETS.

Construction,	\$112,494	13
Cash,	407	30
Amounts due by agents,	659	61
Profit and loss,	15,669	20
	\$129,230	24
LIABILITIES.		
Capital stock,	\$66,792	31
Funded debt bonds,	45,000	00
Unfunded debt,	14,238	72
Due on coupons,	266	40
Due Bachman Valley railroad of Maryland,	299	94
Due Hanover Junction, Hanover and Gettysburg railroad,	2,569	81
Due agents,	13	06
	\$129,230	24

*Baltimore and Cumberland Valley.**Year ending September 30, 1884.*

<i>Officers.</i>	<i>Residences.</i>
L. N. Snively, President,	Waynesboro'.
George J. Balaley, Secretary,	Waynesboro'.
Joseph Price, Treasurer,	Waynesboro'.
David Wills, General Solicitor,	Gettysburg.
General officers at Waynesboro'.	

<i>Directors.</i>	<i>Residences.</i>
I. N. Snively,	Waynesboro'.
Joseph Price,	Waynesboro'.
George J. Balsley,	Waynesboro'.
Simon Lecron,	Waynesboro'.
Daniel Hoover,	Waynesboro'.
J. J. Miller,	Waynesboro'.
Jacob S. Good,	Midvale.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Maryland State line to Waynesboro',	4.55	4.55

Baltimore and Cumberland Valley Extension.

Year ending September 30, 1884.

<i>Officers.</i>	<i>Residences.</i>
David Willis, President,	Gettysburg.
Thaddeus M. Mahon, Secretary,	Chambersburg.
Daniel J. Foley, Treasurer,	Baltimore.
David Willis, General Solicitor,	Gettysburg.
General offices at Chambersburg.	

<i>Directors.</i>	<i>Residences.</i>
J. M. Hood,	Baltimore, Md.
Alexander Rieman,	Baltimore, Md.
Daniel J. Foley,	Baltimore, Md.
C. W. Humrichouse,	Williamsport, Md.
W. L. Chambers,	Chambersburg.
J. P. Culbertson,	Chambersburg.
John W. McPherson,	Shippensburg.
George B. Cole,	Shippensburg.
David Willis,	Gettysburg.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Waynesboro' to Shippensburg, . . .	28.02	28.02

*Bald Eagle Valley.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
L. A. Mackey, President,	Lock Haven, Pa.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
G. B. Roberts,	Philadelphia.
Edmund Smith,	Philadelphia.
J. N. Du Barry,	Philadelphia.
John P. Green,	Philadelphia.
Wistar Morris,	Philadelphia.
A. G. Curtin,	Bellefonte, Pa.
James Duffy,	Marietta, Pa.
John Irwin, junior,	Bellefonte.
James M. Gamble,	Williamsport.
C. A. Mayer,	Lock Haven.
Edmund Blanchard,	Bellefonte.
Henry D. Welsh,	Philadelphia.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Vail to Lock Haven,	51.20	51.20
Length of single main track,	51.20	51.20
<i>Branches.</i>		
Bellefonte branch, from Milesburg to { Length of road,	2.91	2.91
Bellefonte, { Length of single track,	2.91	2.91
Snow Shoe branch, from Snow Shoe { Length of road,	22.80	22.80
Intersection to Perse, { Length of single track,	22.80	22.80
Sugar Camp branch, from Sugar Camp { Length of road,	3.96	3.96
Junction to Sugar Camp mines, . . { Length of single track,	3.96	3.96

*Baltimore and Philadelphia.**Year ending September 30, 1884.*

<i>Officers.</i>	<i>Residences.</i>
James B. Washington, President,	Allegheny City, Pa.
Robert Garrett, Vice President,	Baltimore, Md.
John C. Farra, Secretary,	Wilmington, Del.
W. H. Ijama, Treasurer,	Baltimore, Md.
Samuel Spencer, General Manager,	Baltimore, Md.
David Connell, Superintendent,	Wilmington, Del.

General offices at Wilmington, Del., and Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
James B. Washington,	Allegheny City, Pa.
Thomas M. King,	Pittsburgh, Pa.
John McCleave,	Pittsburgh, Pa.
Harry S. Burgess,	Pittsburgh, Pa.
William S. Bissell,	Allegheny City, Pa.
Robert Garrett,	Baltimore, Md.
William M. Canby,	Wilmington, Del.
William Canby,	Wilmington, Del.
Victor DuPont,	Wilmington, Del.

Main Line.	Whole length in miles.	Length in Penn'a.
Proposed length of main line, from Philadelphia, Pa., to Maryland State Line, now in process of construction,	36.55	15.36
Branches.		
From Wilmington, Del., to Landenberg, { Length of road, . . .	20	2.39
Pa., { Length of single track, . . .	20	2.39

ASSETS.

Construction, (D. W. R. R. branch,)	\$277,807	11
Materials on hand,	1,201	89
Cash,	30,594	56
Loan,	1,775,000	00
Due from other companies and individuals,	1,781,012	76
	\$3,865,616	82
LIABILITIES.		
Capital stock, (D. W. R. R.,)	\$3,800,000	00
Due to other companies and individuals,	2,520	42
Profit and loss,	63,095	90
	\$3,865,616	82

*Bangor and Portland.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
C. Miller, President,	Blairstown, N. J.
George W. Mackey, Secretary,	Bangor, Pa.
John I. Miller, Treasurer,	Portland, Pa.
George W. Mackey, General Solicitor,	Bangor, Pa.
E. G. Wire, Chief Engineer,	Belvidere, N. J.
C. Miller, General Manager,	Bangor, Pa.
General offices at Bangor, Northampton county, Pa.	

<i>Directors.</i>	<i>Residences.</i>
C. Miller,	Blairstown, N. J.
George W. Mackey,	Bangor, Pa.
John I. Miller,	Portland, Pa.
John Buzzard,	Bangor, Pa.
J. E. Long,	Bangor, Pa.
Joseph Bray,	Bangor, Pa.
Jonathan Moore,	Portland, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Portland to Nazareth,	25	25
Length of single main track,	25	25

ASSETS.

Construction and equipment,	\$335,100	00
	\$335,100	00
LIABILITIES.		
Capital stock,	\$121,100	00
Funded debt,	214,000	00
	\$335,100	00

*Barclay—Towanda Coal Company, Lessee.**Year ending December 31, 1884.*

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Towanda to Barclay,	16.23	16.23
Length of single main track,	16.23	16.23

Barclay Coal.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
Edward M. Davis, President,	Philadelphia.
J. Raymond Claghorn, Vice President,	Philadelphia.
Harvey Shaw, Secretary and Treasurer,	Norristown, Pa.
General offices at north-west corner Fourth and Walnut streets, Philadelphia.	

<i>Directors.</i>	<i>Residences.</i>
I. V. Williamson,	Philadelphia.
J. Raymond Claghorn,	Philadelphia.
Edward Hoopes,	Philadelphia.
Henry C. Davis,	Philadelphia.
George M. Troutman,	Philadelphia.
William B. Warner,	Norristown, Pa.

Bedford and Bridgeport.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
John P. Green, President,	Philadelphia, Pa.
Albert Hewson, Secretary and Treasurer,	Philadelphia, Pa.
General offices at 238 South Fourth street, Philadelphia, Pa.	

<i>Directors, elected February 19, 1884.</i>	<i>Residences.</i>
R. D. Barclay,	Philadelphia, Pa.
W. W. Barclay,	Bedford, Pa.
John N. DuBarry,	Philadelphia, Pa.
John G. Hartley,	Bedford, Pa.
Wistar Morris,	Philadelphia, Pa.
Henry M. Phillips, (deceased,)	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
S. L. Russell,	Bedford, Pa.
N. Parker Shortridge,	Wynnewood, Montgomery co., Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. Price Wetherill,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Mt. Dallas to Maryland State line, . .	38.70	38.70
Length of single main track,	38.70	38.70
Branches.		
Dunning's Creek branch, from Dun- } Length of road,	10.50	10.50
ning's Creek Junction to Holderbaum, } Length of single track,	10.50	10.50

Beech Creek, Clearfield and South-Western.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
William A. Wallace, President,	Clearfield, Pa.
John G. Reading, Vice President,	Philadelphia, Pa.
W. H. Brown, Secretary,	Lock Haven, Pa.
C. Vanderbilt, Treasurer,	New York, N. Y.
S. R. Peale, General Solicitor,	Lock Haven, Pa.
W. S. Nearing, Chief Engineer,	Jersey Shore, Pa.
A. G. Palmer, Superintendent,	Jersey Shore, Pa.

General offices at Jersey Shore, Pa.

<i>Directors.</i>	<i>Residences.</i>
C. Vanderbilt,	New York, N. Y.
W. K. Vanderbilt,	New York, N. Y.
J. H. Rutter,	New York, N. Y.
C. M. Depew,	New York, N. Y.
Daniel Beach,	Watkins, N. Y.
J. G. Reading,	Philadelphia, Pa.
J. M. Gazzam,	Philadelphia, Pa.
S. R. Peale,	Lock Haven, Pa.
L. A. Robertson,	Middle Valley, Pa.
W. S. Nearing,	Jersey Shore, Pa.
George H. Platt,	Peale, Pa.
H. McK. Twombly,	New York, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Jersey Shore to Ansonville Junction,		66.92
Branches.		
Tunnel Mines branch, from Gorton Hights to Mines Nos. 1, 2, 3, and 4, length of branch,		3.67
Peale branch, from Peale Junction to Grass Flat Mines, length of branch,		3.33
Phillipsburg branch, from Ansonville Junction to Phillipsburg, length of branch,		6.42
Hawk Run branch, from Hawk Run Junction to Alport and other mines, length of branch,		1.69

ASSETS.

Roadway and equipment,	\$5,282,419	58
Accounts receivable, construction,	810,000	00
Accounts receivable, operating,	87,752	08
Cash,	122,496	89
	\$6,302,668	45
LIABILITIES.		
Capital stock paid in,	\$4,807,000	00
Bills payable, loans,	1,887,500	00
Accounts payable, operating,	98,988	19
Miscellaneous,	10,998	10
Income account,	18,289	18
	\$6,802,668	45

*Bell's Gap.**Year ending November 30, 1884.**Officers.*

Charles F. Berwind, President,	Philadelphia, Pa.
S. T. Billmeyer, Secretary,	Philadelphia, Pa.
J. G. Cassatt, Treasurer,	Philadelphia, Pa.
George W. Biddle, General Solicitor,	Philadelphia, Pa.
F. L. Faries, Chief Engineer,	Bellwood, Pa.
Robert G. Ford, General Superintendent,	Bellwood, Pa.

Directors.

Aaron Fries,	Philadelphia, Pa.
J. H. Converse,	Philadelphia, Pa.
Frank S. Lewis,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John Reilly,	Philadelphia, Pa.

*Residences.**Residences.*

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bellwood to Irvona,	25.4	25.4
Length of single track,	25.4	25.4

ASSETS.

Railroad construction,	\$961,785	20
Real estate,	49,411	67
Locomotives,	56,704	35
Car account,	15,802	83
Amounts due the company,	16,052	88
Loans due the company,	25,000	00
Cash due the company,	32,461	69
	\$1,167,218	62
LIABILITIES.		
Capital stock,	\$550,000	00
Funded debt,	544,500	00
Due for wages, &c., for November,	3,821	58
Due for unpaid dividends, &c.,	17,133	91
Profit and loss,	41,763	18
	\$1,157,218	62

*Bellevue Incline Plane.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
J. W. Kirker, President,	Bellevue, P. O., Robella.
John W. Morrison, Secretary,	Bellevue, P. O., Robella.
Joseph S. Bunn, Treasurer,	Bellevue, P. O., Robella.
A. S. Miller, General Solicitor,	Bellevue, P. O., Robella.

<i>Directors.</i>	<i>Residences.</i>
Joseph S. Bunn,	Bellevue, P. O., Robella.
J. W. Kirker,	Bellevue, P. O., Robella.
F. A. Mahan,	Bellevue, P. O., Robella.
John W. Morrison,	Bellevue, P. O., Robella.
John I. Shaw,	Bellevue, P. O., Robella.

*Bellefonte, Nittany and Lemont.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia, Pa.
Albert Hewson, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

<i>Directors elected January 14, 1884.</i>	<i>Residences.</i>
John P. Green,	Philadelphia, Pa.
L. A. Mackey,	Look Haven, Pa.
G. B. Roberts,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
John D. Taylor,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Montgomery co., Pa.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line in course of construction, from Bellefonte to Lemont,	10	10

*Berlin.**Year ending September 30, 1884.**Officers.*

J. B. Washington, President, Pittsburgh, Pa.
 Welty McCulloch, Secretary and Treasurer, Greensburg, Pa.
 Thomas M. King, General Superintendent, Pittsburgh, Pa.
 General offices at Pittsburgh, Pa.

*Residences.**Directors.*

Welty McCulloch, Greensburg, Pa.
 Robert Garrett, Baltimore, Md.
 Joshua G. Harvey, Baltimore, Md.
 W. H. Koontz, Somerset, Pa.
 S. A. Philson, Berlin, Pa.
 S. Philson, Berlin, Pa.

Residences.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Garrett to Berlin,	8.70	8.70
Length of single main track,	8.70	8.70

*Berlin Branch.**Year ending December 31, 1884.**Officers.*

A. W. Eichelberger, President, Hanover, Pa.
 A. W. Storm, Secretary, East Berlin, Pa.
 Jacob Resser, Treasurer, East Berlin, Pa.
 A. Weisensall, Track Boss, Abbotstown, Pa.
 General offices at Abbotstown, Adams county, Pa.

*Residences.**Directors.*

A. W. Eichelberger, Hanover, Pa.
 Stephen Keefer, Hanover, Pa.
 R. M. Wert, Hanover, Pa.
 William S. Hildebrand, East Berlin, Pa.
 R. N. Miesenhelder, East Berlin, Pa.
 A. W. Storm, East Berlin, Pa.
 G. W. Diehl, East Berlin, Pa.
 Jacob Resser, East Berlin, Pa.
 William Bittinger, Abbotstown, Pa.
 Joseph Wolf, Abbotstown, Pa.

Residences.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from East Berlin to Red Hill,	7	7

ASSETS.

Construction,	\$76,728	19
Cash,	786	45
Note,	58	50
Profit and loss,	12,480	52
	<u>\$90,051</u>	<u>66</u>
LIABILITIES.		
Capital stock,	\$48,194	40
Funded debt,	40,300	00
Unfunded debt,	4,810	08
Debt for operating road,	1,747	20
	<u>\$90,051</u>	<u>66</u>

*Bethlehem and Belvidere.**Year ending December 31, 1884.*

Officers.	Residences.
F. C. Yarnall, President,	Overbrook, Pa.
S. Shepherd, Secretary and Treasurer,	Philadelphia, Pa.
General offices at No. 226 South Third street, Philadelphia, Pa.	

Directors.	Residences.
J. S. Harris,	Philadelphia, Pa.
E. W. Clark,	Philadelphia, Pa.
S. Shepherd,	Philadelphia, Pa.
E. W. Clark, junior,	Philadelphia, Pa.
C. F. Howell,	Philadelphia, Pa.
Charles Gibbons, junior,	Philadelphia, Pa.

*Big Level.**Year ending December 31, 1884.*

Officers.	Residences.
Elisha K. Kane, President,	Kane, Pa.
David T. Hall, Secretary,	Kane, Pa.
John D. Brooder, Treasurer,	Kane, Pa.
Hon. R. Brown, General Solicitor,	Warren, Pa.
Alson Rogers, Chief Engineer,	Warren, Pa.

General offices at Kane, McKean county, Pa.

2 RAILROADS.

<i>Directors.</i>	<i>Residences.</i>
J. D. Brooder,	Kane, Pa.
Joshua Davis,	Kane, Pa.
Claude V. Gillis,	Kane, Pa.
David T. Hall,	Kane, Pa.
Elisha K. Kane,	Kane, Pa.
J. D. Leonard,	Kane, Pa.
Thomas Ryan,	Kane, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Kane to Mt. Jewett,	13	13

Big Level and Kinzua.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
Elisha K. Kane, President,	Kane, Pa.
David T. Hall, Secretary,	Kane, Pa.
John D. Brooder, Treasurer,	Kane, Pa.
Hon. R. Brown, General Solicitor,	Warren, Pa.
Alson Rogers, Chief Engineer,	Warren, Pa.

General offices at Kane, McKean county, Pa.

<i>Directors.</i>	<i>Residences.</i>
J. D. Brooder,	Kane, Pa.
J. Davis,	Kane, Pa.
C. V. Gillis,	Kane, Pa.
D. T. Hall,	Kane, Pa.
J. D. Leonard,	Kane, Pa.
T. H. Ryan,	Kane, Pa.
E. K. Kane,	Kane, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Mount Jewett to Simpson,	15	15

*Bradford.**Year ending September 30, 1884.*

<i>Officers.</i>	<i>Residences.</i>
J. W. Jones, President,	Philadelphia, Pa.
Franklin S. Buell, Secretary and Treasurer,	Buffalo, N. Y.
George S. Gatchell, General Superintendent,	Buffalo, N. Y.
C. E. Kimball, Assistant Secretary,	New York city.
W. L. Doyle, Auditor,	Buffalo, N. Y.

<i>Directors.</i>	<i>Residences.</i>
J. W. Jones,	Philadelphia, Pa.
Isaac F. Seligman,	New York.
T. W. Sellgman,	New York.
C. H. Clarke,	Philadelphia, Pa.
H. B. Tyler,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.
C. S. Carey,	Olean, N. Y.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Bradford, Pa., to junction with Kinzua railroad,	14	14
Length of single main track,	14	14

*Bradford, Richburg and Cuba.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
John J. Carter, President,	Titusville, Pa.
John E. Ransom, Secretary,	Buffalo, N. Y.
B. W. Spencer, Treasurer,	Passaic, N. J.
General offices at Bradford, Pa.	

<i>Directors.</i>	<i>Residences.</i>
John J. Carter,	Titusville, Pa.
Lewis Emery, junior,	Bradford, Pa.
W. W. Brown,	Bradford, Pa.
A. I. Wilcox,	Bradford, Pa.
George L. Roberts,	Bradford, Pa.
R. C. Vilas,	New York, N. Y.
R. G. Taylor,	Bradford, Pa.
B. C. Williams,	Buffalo, N. Y.
J. E. Ransom,	Buffalo, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Eldred, Pa., to New York State line, Ceres, Pa.,	9.86	5.74
Length of single main track,	9.86	5.74

Bradford, Bordell and Kinzua.

Year ending December 31, 1884.

Officers.

John J. Carter, President,	Titusville, Pa.
John E. Ransom, Secretary,	Buffalo, N. Y.
B. W. Spencer, Treasurer,	Passaic, N. J.
Stephen Little, Comptroller,	New York, N. Y.
B. C. Williams, General Manager,	Bradford, Pa.

General offices at Bradford, Pa.

Directors.

Residences.

John J. Carter,	Titusville, Pa.
Lewis Emery, junior,	Bradford, Pa.
H. F. Sweetser,	Titusville, Pa.
W. W. Brown,	Bradford, Pa.
A. I. Wilcox,	Bradford, Pa.
George L. Roberts,	Bradford, Pa.
R. C. Vilas,	New York, N. Y.
B. W. Spencer,	Passaic, N. J.
R. G. Taylor,	Bradford, Pa.
B. C. Williams,	Buffalo, N. Y.
J. E. Ransom,	Buffalo, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bradford, Pa., to Simpson, Pa., . . .	15	15
Length of single main track,	15	15
Branches.		
Bordell branch, from Kinzua Junction { Length of road, . . .	1.93	1.93
to Rew City, } Length of single track,	1.93	1.93
Leased Roads.		
Bradford, Bordell and Smethport Rail- { Length of road, . . .	10.23	10.23
road, from Simpson, Pa., to Smeth- { Length of single track,	10.23	10.23
port, Pa.,		
Rew City and Eldred railroad, from Rew { Length of road, . . .	12.16	12.16
City, Pa., to Eldred, Pa., } Length of single track,	12.16	12.16

ASSETS.

Cost of road and equipment,	\$581,933	35
Cash,	11,754	75
Due from Rew City and Eldred railroad,	112,730	40
Due from other railroad companies:		
Tonawanda Valley and Cuba Railroad Company, . . . \$28,424 63		
Bradford, Eldred and Cuba Railroad Company, . . . 787 86		
Receiver Tonawanda Valley & Cuba Railroad Company, . . . 212 66		
Bradford, Bordell and Smethport Railroad Company, . . 3,686 80		
Tonawanda Valley and Cuba Railroad Company special loan, 35,000 00		
Due from individuals and companies,	68,061	65
Increase of capital stock,	4,330	02
Profit and loss,	250,000	00
	29,766	16
	<u>\$1,053,576</u>	<u>33</u>
LIABILITIES.		
First mortgage bonds,	\$498,000	00
Common stock,	500,000	00
Unfunded debt:		
Vouchers, pay-rolls, &c., \$54,799 55		
Individuals and companies, 798 78		
	55,776	33
	<u>\$1,053,576</u>	<u>33</u>

Bradford, Bordell and Smethport.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
John J. Carter, President,	Titusville, Pa.
John E. Ransom, Secretary,	Buffalo, N. Y.
B. W. Spencer, Treasurer,	Passaic, N. J.
General offices at Bradford, Pa.	
<i>Directors.</i>	<i>Residences.</i>
John J. Carter,	Titusville, Pa.
Lewis Emery, junior,	Bradford, Pa.
B. C. Williams,	Buffalo, N. Y.
W. W. Brown,	Bradford, Pa.
A. I. Wilcox,	Bradford, Pa.
George L. Roberts,	Bradford, Pa.
R. C. Vilas,	New York, N. Y.
R. G. Taylor,	Bradford, Pa.
J. E. Ransom,	Buffalo, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Simpson, Pa., to Smethport, Pa., . .	10.23	10.23
Length of single main track,	10.23	10.23

*Bradford, Eldred and Cuba.**September 30, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Richard G. Taylor, President,	Bradford, Pa.
George R. Blanchard, Vice President,	New York, N. Y.
John E. Ransom, Secretary,	Buffalo, N. Y.
B. W. Spencer, Treasurer,	New York, N. Y.
Stephen Little, Comptroller,	New York, N. Y.
B. C. Williams, General Manager,	Bradford, Pa.

General offices at 21 Cortlandt street, New York, N. Y.

<i>Directors.</i>	<i>Residences.</i>
George R. Blanchard,	New York, N. Y.
Royal C. Vilas,	New York, N. Y.
Charles G. Barber,	New York, N. Y.
Edmund S. Bowen,	New York, N. Y.
Charles L. Atterbury,	New York, N. Y.
Bird W. Spencer,	Passaic, N. J.
Richard G. Taylor,	Bradford, Pa.
Daniel O. Day,	Buffalo, N. Y.
John J. Carter,	Titusville, Pa.
John E. Ransom,	Buffalo, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.	
Length of main line, from Cuba, N. Y., to Pennsylvania State line at Ceres,	23.71	None.	
Length of single main track,	23.71	None.	
Leased Roads.			
Wellsville, Bolivar and Eldred, from {	Length of road,	20.62	None.
Wellsville, N. Y., to Little Genesee, {	Length of single track,	20.62	None.
N. Y.,			
Bradford, Richburg and Cuba, from {	Length of road,	9.86	5.74
Eldred, Pa., to Ceres, Pa.,	Length of single track,	9.36	5.74

ASSETS.

Cost of road and equipment,	\$547,258	31
Cash on hand,	5,068	93
Due from other railroad companies:		
Wellsville, Bolivar and Eldred railroad, \$405,410		
Bradford, Richburg and Cuba railroad, 187,200		
	592,610	00
Due from individuals and companies on current accounts,	41,123	49
Profit and loss,	11,797	75
	\$1,197,858	48
LIABILITIES.		
Capital stock,	\$180,000	00
Funded debt,	560,000	00
Unfunded debt:		
Notes and acceptances, \$26,000 00		
Pay-rolls and operating expenses, 80,965 81		
Due to other companies and individuals in current accounts, 20,004 00		
Loans, 62,349 17		
Interest on funded debt, 18,540 00		
	157,858	48
	\$1,197,858	48

*Brockwayville and Punxsutawney.**Year ending September 30, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Walston H. Brown, President,	Nassau street, N. Y.
Frederick A. Brown, Vice President and Treasurer,	Nassau street, N. Y.
Thomas F. Wentworth, Secretary and General Solicitor,	Nassau street, N. Y.
William E. Hoyt, Chief Engineer,	Rochester, N. Y.
George E. Merchant, General Manager,	Rochester, N. Y.
James T. Gardner, General Superintendent,	Buffalo, N. Y.
John F. Dinkey, Auditor and Assistant Treasurer,	Rochester, N. Y.
C. W. Mills, Superintendent Motive Power and Machinery,	Rochester, N. Y.

General offices at 615 Walnut street, Philadelphia, and 20 Nassau street, New York.

<i>Directors.</i>	<i>Residences.</i>
Frederick A. Brown,	New York.
Thos. F. Wentworth,	New York.
Herbert P. Brown,	New York.
Louis Mathey,	New York.
E. G. Platt,	Philadelphia.
Victor Gillon,	Philadelphia.
Alfred Gillon,	Philadelphia.
Robert D. Maxwell,	Philadelphia.
W. G. Platt,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Punxsutawney, Snyder township, to Young township, Jefferson county, Pa., terminus of road, . .	25	25

ASSETS.

Construction,	\$250,000	00
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LIABILITIES.

Capital stock,	250,000	00
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*Buffalo, Bradford and Pittsburgh.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Samuel Hines, President,	—
Augustus R. Macdonough, Secretary,	—
B. W. Thomas, General Superintendent,	—
W. B. Coffin, Division Superintendent,	—

General offices at Bradford, Pa.

<i>Directors.</i>	<i>Residences.</i>
Samuel Hines,	Scranton, Pa.
Joseph H. Steell,	Scranton, Pa.
William A. May,	Scranton, Pa.
Abram K. Johnson,	Bradford, Pa.
Edmund S. Bowen,	New York city, N. Y.
Augustus R. Macdonough,	New York city, N. Y.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Carrolton, N. Y., to Gillesville, Pa., .	25.97	18.16

Buffalo, New York and Philadelphia.

Year ending September 30, 1884.

<i>Officers.</i>	<i>Residences.</i>
G. Clinton Gardner, President,	Greenfield, Mass.
Calvin H. Allen, First Vice President,	New York city, N. Y.
Archer N. Martin, Second Vice President,	Summit, N. J.
Joseph R. Trimble, Secretary,	Philadelphia, Pa.
John Dougherty, Treasurer,	New York city, N. Y.
R. D. McCreary, Chief Engineer,	Buffalo, N. Y.
George S. Gatchell, General Superintendent,	Buffalo, N. Y.
Henry Dwyer, Division Superintendent,	Buffalo, N. Y.
E. H. Witter, Division Superintendent,	Oil City, Pa.
J. W. Watson, Division Superintendent,	Olean, N. Y.
General offices at Mill's building, N. Y., and 242 South Third street, Philadelphia, Pa.	

<i>Directors.</i>	<i>Residences.</i>
G. Clinton Gardner,	Greenfield, Mass.
C. H. Clark,	Philadelphia, Pa.
E. A. Rollins,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.
A. N. Martin,	Summit, N. J.
C. H. Allen,	New York city, N. Y.
E. L. Owen,	New York city, N. Y.
J. N. Seligman,	New York city, N. Y.
Bryce Gray,	New York city, N. Y.
B. C. Rumsey,	Buffalo, N. Y.
E. W. Clark,	Philadelphia, Pa.
E. F. Winslow,	New York city, N. Y.
P. P. Pratt,	Buffalo, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line,	429.85	229.45
Leased Roads.		
Olean, Bradford and Warren, from Olean to State line, length of road,	12	
Olean, Bradford and Warren, from State line to Bradford, length of road,	14	14
Kendall and Eldred, from Eldred to Tarport, length of road,	18	18
Bradford railroad, from Bradford to Kinzua intersection, length of road,	14	14
Kinzua railroad, from Kinzua intersection to Kinzua, length of road,	12	12
McKean and Buffalo, from Larabees to Clermont, length of road,	22.15	22.15
Genesee Valley Canal railroad, from Hinsdale to Rochester, length of road,	98.90	
Genesee Valley Terminal railroad, from Junction to Lincoln Park, length of road,	2.46	
Mayville Extension, from Mayville to Chautauqua, length of road,	3.50	
Philadelphia and Erie, from Warren to Irvineton, length of road,	6.30	6.30
Lake Shore and Michigan Southern, from Oil City to Stoneboro', length of road,	30	30

ASSETS.

Construction and equipment,	\$28,848,416 44		
Real estate,	594,188 30		
Leasehold estates,	7,000,000 00		
Stocks and bonds owned by company leased lines,	4,657,300 00		
		\$41,099,854	74
Bonds held in trust by United States Trust Company, trustee of trust mortgage,		3,100,000	00
Deferred interest car trusts,		469,017	81
Stock and bonds owned by company,		3,398,525	49
Chautauqua Steamboat Company,		60,375	24
Bills receivable,		54,000	00
Cash in banks,		118,985	54
Material on hand,		87,171	94
Debts due to company incurred in current business:			
From individuals and other companies,	\$148,226 81		
From passenger agents,	2,557 84		
From freight agents,	161,495 63		
From American Express Company,	5,741 03		
From United States Post-office Department for mails,	7,659 70		
From miscellaneous earnings,	2,787 74		
From traffic balances due from other roads,	12,065 53		
From Union Terminal railroad,	18,015 08		
		348,548	86
Mayville Extension railroad,		20,289	68
Buffalo Terminal land,		110,338	23
Coupons funded by income bonds,		103,785	00
Profit and loss,		588,284	83
		\$49,559,127	86

LIABILITIES.

Common stock,	\$13,750,000 00		
Preferred stock,	6,568,650 00		
Preferred stock scrip,	872 07		
		\$20,319,522	07
Warren and Franklin railroad first mortgage bonds,	\$1,500,000 00		
Oil Creek railroad first mortgage bonds,	573,000 00		
Union and Titusville railroad first mortgage bonds,	500,000 00		
B, N. Y. and P. railroad first mortgage bonds,	3,000,000 00		
B, N. Y. and P. railroad second mortgage bonds,	1,000,000 00		

B., N. Y. and P. railroad consolidated mortgage bonds,	\$7,000,000 00		
P., T. and B. railroad consolidated mortgage bonds,	866,000 00		
B., P. and W. railroad general bonds,	4,061,000 00		
B., N. Y. and P. railroad general bonds,	3,200,000 00		
B., N. Y. and P. railroad trust bonds,	2,800,000 00		
		\$24,500,000	00
Income bonds and scrip P., T. and B. railway,		24,374	60
Substituted scrip coupons convertible into income bonds,		108,785	00
Bonds and mortgage real estate,		598,454	00
Car trusts,	\$1,970,577 14		
Chautauqua Steamboat trust,	25,742 29		
		1,996,819	43
Bills payable,	\$1,485,990 72		
Pay-rolls,	181,587 87		
Vouchers,	151,626 79		
Coupons due not called for,	161,356 86		
Sundry debts due by company,	35,318 03		
Dividends unpaid,	842 50		
		2,016,722	26
		\$49,559,127	36

Catawissa.

Year ending December 31, 1884.

Officers.

M. P. Hutchinson, President and Treasurer, Philadelphia, Pa.
R. M. Elliott, Secretary, Philadelphia, Pa.

General offices at Philadelphia, Pa.

Directors.

I. V. Williamson, Philadelphia, Pa.
Emmor Weaver, Philadelphia, Pa.
Francis K. Shipper, Philadelphia, Pa.
George C. Carson, Philadelphia, Pa.
Joseph C. Harris, Philadelphia, Pa.
John S. Graham, Philadelphia, Pa.

Residences.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Tamanend to Williamsport,	94	94
Branches.		
Summit branch, from Summit Station to Silver Brook, length of road,	4½	4½

ASSETS.

Construction account,	\$6,206,628	08
Cash on hand,	1,366	85
	\$6,207,994	43
LIABILITIES.		
Preferred stock,	\$2,200,000	00
Second preferred stock,	1,000,000	00
Common stock,	1,159,500	00
First mortgage bonds, 1902,	230,500	00
First mortgage bonds, 1900,	1,300,000	00
Chattel mortgage bonds, 1900,	24,500	00
Chattel mortgage bonds, 1888-1889,	185,850	00
Construction bonds, 1917,	62,000	00
Profit and loss,	46,144	43
	\$6,207,994	43

*Central Pennsylvania.**Year ending September 30, 1884.**Officers.*

Thomas M. King, President,
 J. B. Washington, Secretary and Treasurer,
 General offices at Pittsburgh, Pa.

Residences.

Pittsburgh, Pa.
 Pittsburgh, Pa.

Directors.

H. S. Burgesser,
 John McCleave,
 J. B. Washington,
 J. A. Smith,
 A. S. White,
 Welty McCullogh,

Residences.

Pittsburgh, Pa.
 Pittsburgh, Pa.
 Pittsburgh, Pa.
 Pittsburgh, Pa.
 Pittsburgh, Pa.
 Greensburg, Pa.

*Catasauqua and Fogelsville.**Year ending September 30, 1884.**Officers.*

George T. Barns, President,
 John Williams, Secretary and Treasurer,
 Charles W. Chapman, Chief Engineer and General Superintendent,
 General offices at Catasauqua, Pa.

Residences.

Philadelphia, Pa.
 Catasauqua, Pa.
 Catasauqua, Pa.

<i>Directors.</i>	<i>Residences.</i>
Daniel Runkle,	Phillipsburg, N. J.
John T. Knight,	Easton, Pa.
Benjamin G. Clarke,	New York, N. Y.
Samuel Thomas,	Catasauqua, Pa.
John Thomas,	Hokendauqua, Pa.
Fisher Hazard,	Mauch Chunk, Pa.
Samuel Dickson,	Philadelphia, Pa.
Charles E. Haven,	Philadelphia, Pa.
Charles Stewart Wurts,	Philadelphia, Pa.
Joseph Hunt,	Catasauqua, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Catasauqua to Rittenhouse Gap, . . .	20	20
Length of single main track,	25.50	25.50
Branches.		
Breinigsville branch, from Trexler- } Length of road,	5.50	5.50
town to Lichty, } Length of single track,	5.50	5.50

ASSETS.

Construction,	\$658,335	59
Cash, bills receivable, and ledger balances,	142,611	42
	\$800,947	01
LIABILITIES.		
Capital stock,	\$426,900	00
Unfunded debt,	138,000	00
Bills payable,	766	39
Profit and loss,	235,280	62
	\$800,947	01

*Chartiers.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
G. B. Roberts, President,	Philadelphia, Pa.
Albert Hewson, Secretary,	Philadelphia, Pa.
Taber Ashton, Treasurer,	Philadelphia, Pa.
General offices at 233 South Fourth street, Philadelphia, Pa.	

<i>Directors.</i>	<i>Residences.</i>
Alexander Biddle,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
N. Parker Shortridge,	Philadelphia, Pa.
William L. Elkins,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Mansfield to Washington,	22.76	22.76
Length of single main track,	22.76	22.76

Cherry Grove.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
Walter Horton, President,	Sheffield, Pa.
Jerry Crary, Secretary,	Sheffield, Pa.
Charles Sigel, Treasurer,	Sheffield, Pa.
Lane B. Schofield, General Manager,	Sheffield, Pa.

General offices at Sheffield, Warren county, Pa.

<i>Directors.</i>	<i>Residences.</i>
Walter Horton,	Sheffield, Pa.
Jerry Crary,	Sheffield, Pa.
George Dickinson,	Sheffield, Pa.
George Horton,	Sheffield, Pa.
Isaac Horton,	Sheffield, Pa.
Charles Sigel,	Sheffield, Pa.

Chester Valley.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
John F. Gilpin, President,	Philadelphia.
William H. Holstein, Secretary and Treasurer,	Bridgeport, Montgomery co., Pa.

General offices at Bridgeport, Montgomery county, Pa.

<i>Directors.</i>	<i>Residences.</i>
George deB. Keim,	Philadelphia.
J. B. Lippincott,	Philadelphia.
I. V. Williamson,	Philadelphia.
Henry Lewis,	Philadelphia.
Joseph B. Altemus,	Philadelphia.
E. C. Knight,	Philadelphia.
William H. Holstein,	Bridgeport, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bridgeport to Downingtown,	21½	21½
Length of single main track,	21½	21½
Length of second main track,	2	2

Chester and Delaware River.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
G. A. Nicolls, President,	Reading.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
J. B. Lippincott,	Philadelphia.
George deB. Kelm,	Philadelphia.
Franklin A. Comly,	Philadelphia.
Joseph Wharton,	Philadelphia.
John Wanamaker,	Philadelphia.
William Ward,	Chester.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Thurlow, Pa., to Eddystone, Pa., . .	4.39	4.39

Chester Creek.

Year ending October 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
S. M. Felton, President,	Philadelphia.
Hon. William Ward, Secretary,	Chester, Pa.
Robert Craven, Treasurer,	Ridley Park, Pa.

<i>Directors.</i>	<i>Residences.</i>
S. M. Felton,	Philadelphia.
Isaac Hinckley,	Philadelphia.
David Woelpper,	Chadd's Ford, Pa.
Charles Warner,	Wilmington, Del.
Thomas Appleby,	Chester, Pa.
Amos Gartside,	Chester, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lamokin to Wawa,	7.14	7.14
Length of single main track,	7.14	7.14

ASSETS.

Construction,	\$457,100	00
Deposit,	964	00
	\$458,064	00
LIABILITIES.		
Capital stock,	\$272,100	00
Bonds,	185,000	00
Interest and dividends,	594	00
Account payable,	370	00
	\$458,064	00

*Chestnut Hill.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
William W. Colket, President,	Philadelphia, Pa.
William W. Stephens, Secretary and Treasurer,	Philadelphia, Pa.
General offices at No. 12 Philadelphia Exchange, Philadelphia, Pa.	
<i>Directors.</i>	<i>Residences.</i>
William W. Colket,	Philadelphia, Pa.
Joseph Patterson,	Philadelphia, Pa.
William L. Schaffer,	Philadelphia, Pa.
F. B. Gowen,	Philadelphia, Pa.
E. H. Weil,	Philadelphia, Pa.
W. S. Wilson,	Philadelphia, Pa.
H. A. Smith,	Philadelphia, Pa.
Lewis Elkin,	Philadelphia, Pa.
C. Howard Colket,	Philadelphia, Pa.
Joseph B. Townsend,	Philadelphia, Pa.
J. Sergeant Price,	Philadelphia, Pa.
Charles C. Slifer,	Flourtown, Montgomery co., Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Germantown to Chestnut Hill,	4 $\frac{1}{2}$	All.
Length of single main track,	4 $\frac{1}{2}$	

ASSETS.

Real estate account, { old accounts, {	\$15,505	98
Road account,	105,144	02
Cash account,	184	50
	\$120,834	50
LIABILITIES.		
Capital stock,	\$120,650	00
Unpaid dividends,	184	50
	\$120,834	50

*Cleveland and Pittsburgh.**Year ending December 31, 1884.**Officers.*

J. N. McCullough, President, Pittsburgh, Pa.
 George A. Ingersoll, Secretary and Treasurer, Cleveland, Ohio.

General offices at Cleveland, O.

*Residences.**Directors.**Residences.*

J. N. McCullough, Pittsburgh, Pa.
 B. F. Jones, Pittsburgh, Pa.
 George B. Roberts, Philadelphia, Pa.
 William Bucknell, Philadelphia, Pa.
 Frederick Sturges, New York, N. Y.
 S. J. Tilden, New York, N. Y.
 Charles Lanier, New York, N. Y.
 William C. Eggleston, New York, N. Y.
 E. A. Ferguson, Cincinnati, Ohio.
 J. V. Painter, Cleveland, Ohio.
 R. P. Ranney, Cleveland, Ohio.
 James F. Clark, Cleveland, Ohio.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Cleveland to Rochester, Pa., and Yellow Creek, to Bellaier, Ohio,	166.57	14.93
Length of single main track,	162.85	14.93
Length of second main track,	7.91	
Branches.		
Tuscarawas branch, from Bayard, Ohio { Length of single track,	31.09	
to New Philadelphia, Ohio, { Length of road,	31.09	
Leased Roads.		
Joint use of P., Ft. W. and C. Ry. from { Length of road,	25.65	25.65
Rochester, Pa., to Pittsburgh, Pa., . . { Length of double track,	25.65	25.65

ASSETS.

Construction account,	\$13,253,669	79
Equipment account,	8,627,470	37
Machinery and tools,	102,024	14
Personal property,	50,112	97
Telegraph line,	23,270	48
Real estate,	53,729	85
Cash in hands of treasurer and New York agency,	300,998	23
Due from railroads and individuals,	7,416	99
Pennsylvania Company, lessee, mat. account,	261,210	66
	\$17,679,903	48
LIABILITIES.		
Capital stock,	\$11,235,950 00	
Scrip issues,	10,807 32	
	\$11,246,757	32
Second mortgage bonds,	500	00
Third mortgage bonds,	5,000	00
Fourth mortgage bonds,	\$1,096,000 00	
Fourth mortgage bonds, scrip,	8,843 63	
	1,104,843	63
Mortgage bonds, 1900,	\$2,840,500 00	
Less sinking fund,	548,500 00	
	2,292,000	00
Construction and equipment bonds,	\$2,120,000 00	
Less sinking fund,	201,000 00	
	1,919,000	00
Guaranteed income account, balance under lease,	856,247	79
Balance old income account,	13,631	67
Due and unpaid on dividends and coupons,	221,066	19
Due to railroads and individuals,	20,836	26
Pennsylvania Company, lessee, betterment account,	20	62
	\$17,679,903	48

*Colebrookdale.**Year ending November 30, 1884.**Officers.*

Joseph L. Bailey, President,	Pine Iron Works, Pa.
Howard Hancock, Secretary,	Philadelphia, Pa.
John Welch, Treasurer,	Philadelphia, Pa.

General offices at No. 227 South Fourth street, Philadelphia, Pa.

Directors.

D. B. Boyer,	Boyertown, Pa.
Nicholas Johnson,	Boyertown, Pa.
J. Lowrie Bell,	Philadelphia, Pa.
Albert Foster,	Philadelphia, Pa.
J. N. Hutchinson,	Philadelphia, Pa.
I. V. Williamson,	Philadelphia, Pa.

*Residences.**Residences.*

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pottstown, Pa., to Barto, Pa.,	12.8	12.8
Length of single main track,	12.8	12.8

ASSETS.

Construction,	\$657,921	51
Real estate,	14,108	07
Mortgage bonds,	18,300	00
Cash,	171	40
Profit and loss,	382,309	50
	\$1,067,810	48
LIABILITIES.		
Capital stock,	\$297,215	00
First mortgage bonds,	600,000	00
Unfunded debt,	132,135	48
Sundry credits,	20,460	00
Coupons, due December 1, 1884, (accrued,)	18,000	00
	\$1,067,810	48

*Colebrook Valley.**Year ending September 30, 1884.**Officers.*

Robert H. Coleman, President,	Cornwall, Lebanon co., Pa.
Charles B. Forney, Secretary,	Lebanon, Pa.
Hugh M. Maxwell, Treasurer,	Cornwall, Pa.
Grant Weldman, General Solicitor,	Lebanon, Pa.
J. C. Jennings, General Superintendent,	Lebanon, Pa.

General offices at Lebanon, Pa.

*Directors.**Residences.*

Hugh M. Maxwell,	Cornwall, Lebanon co., Pa.
Edward C. Freeman,	Cornwall, Lebanon co., Pa.
R. Percy Alden,	Cornwall, Lebanon co., Pa.
John Benson,	Colebrook, Lebanon co., Pa.
Charles B. Forney,	Lebanon, Pa.
Howard C. Shirk,	Lebanon, Pa.
C. H. Coble,	Bellaire, Lancaster co., Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Cornwall to Conewago,	16,261 1000	All.
Length of single track,	16,261 1000	All.

Columbia and Port Deposit.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
William Hasill Wilson, President,	Philadelphia, Pa.
James R. McClure, Secretary and Treasurer,	Philadelphia, Pa.
General offices at 233 South Fourth street, Philadelphia, Pa.	
<i>Directors.</i>	<i>Residences.</i>
Jacob Tome,	Port Deposit, Md.
G. B. Roberts,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Alexander Biddle,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.
J. N. Du Barry,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
William J. Howard,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. P. Wetherill,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Columbia, Pa., to Port Deposit, Md., .	40.00	28.86
Length of single main track,	40.00	28.86
Leased Roads.		
Port Deposit branch, (P., W. & B. R. { Length of road,	3.78	
R.,) from Port Deposit, Md., to { Length of single track, .	3.78	
Perryville, Md.,		

The Connecting.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
G. B. Roberts, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.
General offices at 233 South Fourth street, Philadelphia.	
<i>Directors.</i>	<i>Residences.</i>
Alexander Biddle,	Philadelphia.
J. N. Du Barry,	Philadelphia.
John P. Green,	Philadelphia.
Wistar Morris,	Philadelphia.
N. Parker Shortridge,	Philadelphia.
Edmund Smith,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Frankford junction to Mantua, . . .	6.75	6.75
Length of second main track,	6.75	6.75
Length of third main track,	5.86	5.86

Cornwall.

Eleven months ending November 30, 1884.

<i>Officers.</i>	<i>Residences.</i>
William Coleman Freeman, President,	Cornwall, Lebanon county, Pa.
J. P. Jackson, Secretary,	Cornwall, Lebanon county, Pa.
D. S. Hammond, Treasurer,	Lebanon, Lebanon county, Pa.
J. M. Havard, General Superintendent,	Lebanon, Lebanon county, Pa.

General offices at Lebanon, Pa.

<i>Directors.</i>	<i>Residences.</i>
William Coleman Freeman,	Cornwall, Lebanon county, Pa.
R. Percy Alden,	Cornwall, Lebanon county, Pa.
E. Coleman Freeman,	Cornwall, Lebanon county, Pa.
J. P. Jackson,	Cornwall, Lebanon county, Pa.
D. S. Hammond,	Lebanon, Lebanon county, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Cornwall to West Lebanon,	7.47	All.
Length of single main track,	7.47	All.
Length of second main track,	1.83	All.
Branches and sidings,	9.73	All.

ASSETS.

Equipment,	\$146,131	86
Real estate,	44,319	10
Construction,	418,566	18
Ledger balances,	11,132	89
	\$620,150	03
LIABILITIES.		
Capital stock,	\$300,000	00
Toll account,	269,283	69
Ledger balances,	50,866	34
	\$620,150	03

*Cornwall and Lebanon.**Year ending September 30, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Robert H. Coleman, President,	Cornwall, Lebanon co., Pa.
Hugh M. Maxwell, Secretary and Treasurer,	Cornwall, Lebanon co., Pa.
Grant Weldman, General Solicitor,	Lebanon, Pa.
J. C. Jennings, General Superintendent,	Lebanon, Pa.
General offices at Lebanon, Pa.	

<i>Directors.</i>	<i>Residences.</i>
Hugh M. Maxwell,	Cornwall, Lebanon co., Pa.
B. F. Hean,	Cornwall, Lebanon co., Pa.
Grant Weldman,	Lebanon, Pa.
John Melly,	Lebanon, Pa.
J. H. Redsecker,	Lebanon, Pa.
A. Hess,	Lebanon, Pa.
George D. Rise,	Lebanon, Pa.

<i>Main Line.</i>	<i>Whole length in Penn'a.</i>	<i>Length in Penn'a.</i>
Length of main line, from Lebanon to Cornwall,	5.27	All.

*Cornwall and Mount Hope.**From August 18 to November 30, 1884.*

<i>Officers.</i>	<i>Residences.</i>
William Coleman Freeman, President,	Cornwall, Lebanon county, Pa.
D. S. Hammond, Secretary and Treasurer,	Lebanon, Lebanon county, Pa.
Carl Von Schmalensen, Chief Engineer and General Superintendent,	Lebanon, Lebanon county, Pa.
<i>Directors.</i>	<i>Residences.</i>
R. P. Alden,	Cornwall, Lebanon county, Pa.
E. C. Freeman,	Cornwall, Lebanon county, Pa.
J. P. Jackson,	Cornwall, Lebanon county, Pa.
D. S. Hammond,	Lebanon, Lebanon county, Pa.
J. L. McAllister,	Lebanon, Lebanon county, Pa.
J. M. Havard,	Lebanon, Lebanon county, Pa.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line,	5.2	All

Corning, Cowanesque and Antrim.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
George J. Magee, President,	Watkins, N. Y.
Daniel Beach, Vice President, Secretary, and Treasurer,	Watkins, N. Y.
Anton Hardt, Chief Engineer,	Corning, N. Y.
A. H. Gorton, General Superintendent,	Corning, N. Y.
General offices at Watkins, N. Y.	

<i>Directors.</i>	<i>Residences.</i>
George J. Magee,	Watkins, N. Y.
Daniel Beach,	Watkins, N. Y.
John Lang,	Corning, N. Y.
Daniel C. Howell,	Bath, N. Y.
Alfred L. Edwards,	New York, N. Y.
Henry Sherwood,	Wellsboro', Pa.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Corning, N. Y., to Antrim, Pa., . . .	58	37.36
<i>Branches.</i>		
Length of main line, Cowanesque Valley branch, from Lawrenceville to Harri-son Valley,	Length of branch, . . . Length of single track,	31.94 31.94

Cumberland Valley.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
Thomas B. Kennedy, President,	Chambersburg, Pa.
John Stewart, Vice President,	Chambersburg, Pa.
E. M. Biddle, Secretary and Treasurer,	Carlisle, Pa.
Chauncey Ives, Chief Engineer,	Chambersburg, Pa.
J. F. Boyd, General Superintendent,	Chambersburg, Pa.
General offices at Chambersburg, Pa.	

<i>Directors.</i>	<i>Residences.</i>
Thomas B. Kennedy,	Chambersburg, Pa.
Frederick Watts,	Carlisle, Pa.
Thomas A. Biddle,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.

A. J. Cassatt,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
George B. Roberts,	Philadelphia, Pa.
John Stewart,	Chambersburg, Pa.
John P. Green,	Philadelphia, Pa.
W. W. Jennings,	Harrisburg, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Harrisburg to Potomac river,	82.2	68.3
Length of single main track,	76.1	62.1
Length of second main track,	8.1	8.1
Leased Roads.		
Dillsburg and Mechanicsburg, from	Length of road,	7.7
Dillsburg Junction to Dillsburg,	Length of single track,	7.7
Southern Pennsylvania railroad and Mining Company, from South Penn Junction to Richmond,	Length of road,	23.3
	Length of single track,	23.3
Martinsburg and Potomac railroad, from	Length of road,	11.8
Potomac river to Martinsburg,	Length of single track,	11.8

ASSETS.

Cost of roadway,	\$1,971,528	96
Materials,	27,528	65
Trustees of contingent fund,	600,119	13
Balance of accounts,	151,118	96
Cash 31st of December, 1884,	44,241	91
	\$2,794,535	61
LIABILITIES.		
First preferred stock,	\$241,900	00
Second preferred stock,	213,000	00
Common stock,	1,292,950	00
First mortgage bonds,	161,000	00
Second mortgage bonds,	109,500	00
Dividends and interest,	41,313	70
Profit and loss,	704,871	91
	\$2,794,535	61

*Danville and Riverside.**Year ending December 31, 1884.***Officers.**

Benjamin G. Welsh, President,	Hughesville, Pa.
C. William Woddrop, Secretary,	Hughesville, Pa.
J. S. Bailey, Treasurer,	Hughesville, Pa.

Directors.

Robert England,	Philadelphia, Pa.
John H. Dye,	Philadelphia, Pa.
Nathaniel Barr,	Philadelphia, Pa.
Thomas B. Reeves,	Philadelphia, Pa.
William J. Paul,	Philadelphia, Pa.
I. N. Davis,	Philadelphia, Pa.

Residences.**Residences.**

*Danville and Shamokin.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
George deB. Keim, President,	Philadelphia.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.
General offices at 227 South Fourth street, Philadelphia.	

<i>Directors.</i>	<i>Residences.</i>
J. B. Lippencott,	Philadelphia.
I. V. Williamson,	Philadelphia.
Franklin A. Comly,	Philadelphia.
Joseph Wharton,	Philadelphia.
John Wanamaker,	Philadelphia.
Robert H. Sayre,	Bethlehem.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Danville, Pa., to Shamokin, Pa., . .	19	
Length of single main track laid, about	100 yards.	
<i>Branches.</i>		
Glendower branch, from main line to Groves Brothers, Danville, length of road, about,	250 yards.	

*Delaware, Lackawanna and Western.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Samuel Sloan, President,	New York city.
Percy R. Pyne, Vice President,	New York city.
Frederick H. Gibbens, Second Vice President, and Treasurer, . . .	New York city.
Frederick F. Chambers, Secretary,	New York city.
Moses Taylor Pyne, General Solicitor,	New York city.
James Archbald, Chief Engineer,	Scranton, Pa.
William F. Hallstead, General Superintendent,	Scranton, Pa.
Garrett Bogart, Division Superintendent,	Scranton, Pa.
General offices at 26 Exchange Place, New York city, N. Y.	

<i>Directors.</i>	<i>Residences.</i>
John I. Blair,	Blairstown, N. J.
George Bliss,	New York city.
Percy R. Pyne,	New York city.
William Walter Phelps,	New York city.
Wilson G. Hunt,	New York city.
Elias S. Higgins,	New York city.
Benjamin G. Clarke,	Jersey City, N. J.
Jay Gould,	New York city.
Sidney Dillon,	New York city.
Russell Sage,	New York city.
Edgar S. Auchincloss,	New York city.
Andrew T. McClintock,	Wilkes-Barre, Pa.
Abraham R. Van Nest,	New York city.
Gardner R. Colby,	Orange, N. J.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Delaware river to Pennsylvania and New York State line,	114.61	114.61
Length of second main track,	114.61	114.61
Branches.		
Lackawanna and Blomsuburg branch, { Length of road,	80	80
from Scranton to Northumberland, { Length of single track,	58	58
Winton branch, from Nay-Aug to { Length of double track,	22	22
Winton, { Length of road,	7.50	7.50
Keyser Valley branch, from junction { Length of single track,	7.50	7.50
with main line to Keyser Valley, { Length of road,	5	5
Storrs branch, from Winton junction { Length of single track,	5	5
to Storrs mine, { Length of sidings,	11.16	11.16
Storrs branch, from Winton junction { Length of road,	2.80	2.80
to Storrs mine, { Length of single track,	2.80	2.80
Leased Roads.		
New York, Lackawanna and Western { Length of road,	6.41	6.41
railway, from State line to State line, { Length of double track,	6.41	6.41
New York, in township of Athens, { Length of double track,	6.41	6.41
county of Bradford,		

ASSETS.

Cost of railroad and appurtenances, coal mines and other property,	\$34,250,418	45
Materials on hand at mines and in shops,	1,049,712	06
Accounts and notes receivable,	7,463,103	02
Sundry stocks and bonds, valued at,	5,449,712	69
LIABILITIES.	\$48,212,946	22
Capital stock,	\$26,200,000	00
Funded debt,	4,044,900	00
Unfunded debt, incurred for construction, equipment, etc.,	6,935,981	11
Surplus account,	11,032,065	11
	\$48,212,946	22

*Delaware River and Lancaster.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Robert Crane, President,	112 South Fourth street, Philadelphia.
D. Brainard Case, Secretary,	Marietta, Lancaster county, Pa.
Henry Carpenter, Treasurer,	Lancaster, Pa.
E. D. North, General Solicitor,	North Duke street, Lancaster, Pa.
Edwin F. Bertolet, Chief Engineer,	Phoenixville, Pa.
Henry Carpenter, C. S. Kauffman, I. W. Guldin, Executive Committee.	
<i>Directors.</i>	<i>Residences.</i>
Henry Carpenter,	Lancaster, Pa.
Robert M. Bolenius,	Lancaster, Pa.
C. S. Kauffman,	Columbia, Pa.
J. K. Lineaweaver,	Columbia, Pa.
D. B. Case,	Marietta, Pa.
E. D. White,	Churchtown, Lancaster county, Pa.
Michael M. Sensenig,	Goodville, Lancaster county, Pa.
Joel Wenger,	West Earl P. O., Lancaster county, Pa.
Samuel K. Cassell,	Blooming Glen, Bucks county, Pa.
Alexander Sellers,	Telford, Montgomery county, Pa.
Isaac W. Guldin,	Pughtown, Chester county, Pa.
Robert Crane,	112 South Fourth st., Philadelphia, Pa.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Lancaster to Delaware river,	83	88

*Delaware and Hudson Canal.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Robert M. Olyphant, President,	New York, N. Y.
Col. F. Young, Vice President and General Manager,	Honesdale, Pa.
F. Murray Olyphant, Secretary,	New York, N. Y.
James C. Hartt, Treasurer,	New York, N. Y.
Rollin Manville, Railroad Superintendent,	Carbondale, Pa.
General offices at Courtland street, New York.	
<i>Directors.</i>	<i>Residences.</i>
Abiel A. Low,	Brooklyn, N. Y.
James M. Halsted,	New York, N. Y.
LeGrand B. Cannon,	New York, N. Y.
James R. Taylor,	Brooklyn, N. Y.
John Jacob Astor,	New York, N. Y.
Thomas Cornell,	Rondout, N. Y.
Robert S. Hone,	New York, N. Y.
James Roosevelt,	Hyde Park, N. Y.
Abraham R. Van Nest,	New York, N. Y.
Hugh J. Jewett,	New York, N. Y.
David Dows,	New York, N. Y.
Robert M. Olyphant,	New York, N. Y.
Benjamin H. Bristow,	New York, N. Y.

The railroads owned by the company, to which this report relates, extend from Nineveh, in the State of New York, to the line dividing the States of New York and Pennsylvania, a distance of $17\frac{55}{100}$ miles, and from said line to a connection with the Jefferson railroad, a distance of $4\frac{36}{100}$ miles, and from Carbondale to Scranton, a distance of 17 miles, and a gravity railroad, extending from Olyphant to Honesdale and return, a distance of 56 miles. And the company hold under lease in Pennsylvania a railroad from Green Ridge to Mill Creek, a distance of $16\frac{89}{100}$ miles; also, a railroad about two miles in length, passing over what is known as the Plymouth and Wilkes-Barre bridge, thus making the number of miles of railroad owned in New York, to which this report relates, (exclusive of side tracks,) $17\frac{45}{100}$ miles, and in Pennsylvania, $77\frac{15}{100}$ miles, and the number of miles held under lease in Pennsylvania is $18\frac{89}{100}$ miles.

On the leased line, from Green Ridge to Mill Creek, there are $14\frac{45}{100}$ miles of double track, and on the line from Carbondale to Scranton there are $4\frac{28}{100}$ miles of double track. Sidings and other tracks not above enumerated, $44\frac{28}{100}$ miles in Pennsylvania, and $4\frac{5}{100}$ miles in New York; on the locomotive road and on the gravity road, $27\frac{3}{100}$ miles. Sidings, &c., all in Pennsylvania.

ASSETS.

Canal,		\$6,839,210	49
Railroad and equipment,		6,468,688	96
Real estate,		9,325,366	89
Mine improvements,		2,388,709	02
Mine fixtures and equipment,		403,708	29
Boats, barges, and steamboats,		617,889	09
Coal-yards and fixtures,		172,889	94
Lackawanna and Susquehanna railroad,		1,022,938	15
Cherry Valley, Sharon and Albany railroad,		300,000	00
New York and Canada railroad,		8,597,074	48
Lackawanna Palace Car Company,		28,800	00
Mechanicsville and Fort Edward railroad,		51,927	88
Schenectady and Mechanicsville railroad,		211,527	85
Telegraph lines,		14,734	80
Supplies on hand,		1,611,253	96
Coal on hand,		892,804	36
Advances to leased lines,		1,502,789	59
Miscellaneous assets, viz:			
Bonds,		148,608	59
Stocks as follows:			
Albany and Susquehanna railroad, 8,540 shares,	\$854,000 00		
Rensselaer and Saratoga railroad, 16,077 shares,	1,607,700 00		
Delaware and Hudson Canal Company, 6,161 shares,	616,100 00		
Sundry stocks,	145,650 84		
		8,223,450	84
Advances on coal,		698,125	80
Cash,		1,122,648	20
Bills and accounts receivable,		1,701,164	80
		\$41,843,804	98
LIABILITIES.			
Capital stock,		\$23,500,000	00
Bonds:			
1891,	\$5,549,000 00		
1894,	4,829,000 00		
1917,	5,000,000 00		
		15,378,000	00
Interest and dividends payable January, 1885,		579,175	00
Depositors,		148,516	13
Dividends and interest unclaimed,		50,882	01
Surplus,		2,187,731	84
		\$41,843,804	98

Dillsburg and Mechanicsburg.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
Frederick Watts, President,	Carlisle, Pa.
E. M. Biddle, Secretary and Treasurer,	Carlisle, Pa.
General offices at Carlisle.	

<i>Directors.</i>	<i>Residences.</i>
Frederick Watts,	Carlisle, Pa.
E. M. Biddle,	Carlisle, Pa.
Thomas B. Bryson,	Mechanicsburg.
Henry McCormick,	Harrisburg.
Christian Bender,	Dillsburg.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Dillsburg to Dillsburg junction, . . .	7.7	7.7
Length of single main track,	7.7	7.7

Dunkirk, Allegheny Valley and Pittsburgh.

Year ending September 30, 1884.

<i>Officers.</i>	<i>Residences.</i>
Edwin D. Worcester, President,	New York.
Dwight W. Pardee, Secretary and Treasurer,	New York.
William M. Lester, Auditor and Local Treasurer,	Dunkirk, N. Y.
Oscar W. Johnson, General Solicitor,	Fredonia, N. Y.
Darwin Thayer, General Superintendent,	Dunkirk, N. Y.
General offices at Dunkirk, N. Y.	

<i>Directors.</i>	<i>Residences.</i>
William H. Vanderbilt,	New York.
William K. Vanderbilt,	New York.
Cornelius Vanderbilt,	New York.
Edwin D. Worcester,	New York.
Frederick W. Vanderbilt,	New York.
Samuel F. Barger,	New York.
Joseph Harker,	New York.
Chauncey M. Depew,	New York.
Russell Brown,	Warren, Pa.
(Four vacancies.)	

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Dunkirk, N. Y., to Oil City, Pa., . . .	106.5	64.2
Length of single main track laid,	90.6	48.3

ASSETS.

Construction,	\$4,557,924	33
Equipment,	262,725	00
Materials,	488	59
Debts collectible,	4,964	34
Cash on hand,	3,505	45
	\$4,829,607	71
LIABILITIES.		
Capital stock,	\$1,300,000	00
Funded debt,	3,200,000	00
Advances by lessee,	180,495	45
Due other roads and individual balances,	45,818	85
Profit and loss,	103,293	41
	\$4,829,607	71

*Easton and Bangor.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
William S. Moorhead, President,	Philadelphia, Pa.
William F. Witte, Secretary and Treasurer,	Springtown, Bucks co., Pa.
<i>Directors.</i>	<i>Residences.</i>
William S. Moorhead,	Philadelphia, Pa.
William F. Witte,	Springtown, Bucks co., Pa.
Harry Bottomly,	Philadelphia, Pa.
Robert M. Foust,	Woodbury, New Jersey.
William R. Dougherty,	Philadelphia, Pa.
Alexander Moorhead,	Philadelphia, Pa.

*East Broad Top.**Year ending November 30, 1884.*

<i>Officers.</i>	<i>Residences.</i>
William A. Ingham, President,	Philadelphia.
Edward Roberts, Junior, Vice President,	Philadelphia.
William B. Jacobs, Secretary and Treasurer,	Philadelphia.
A. W. Sims, Chief Engineer, General Manager, General Superintendent, and Division Superintendent,	Orbisonia, Pa.
General offices at 320 Walnut street, Philadelphia.	

<i>Directors.</i>	<i>Residences.</i>
Ario Pardee,	Hazleton, Pa.
George B. Markle,	Philadelphia.
Edward Roberts, junior,	Philadelphia.
Percival Roberts,	Philadelphia.
Edward R. Wood,	Philadelphia.
Franklin A. Comly,	Philadelphia.
Charles Hacker,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Mount Union to Robertsdale,	30	30
Length of single main track,	30	30

ASSETS.

Construction,	\$865,547	65
Equipment,	169,504	67
Real estate,	10,617	75
Engine-houses, machine-shops, stations, &c.,	51,754	88
Rockhill Iron and Coal Company stock,	90,360	00
Stores,	1,331	51
Ledger balances,	112,844	64
Cash in bank and hands of agents,	6,743	06
Profit and loss,	58,071	20
	\$1,366,775	36
LIABILITIES.		
Capital stock,	\$815,602	57
Mortgage bonds,	500,000	00
Unfunded debt,	43,038	88
Ledger balances,	8,093	91
	\$1,366,775	36

*East Brandywine and Waynesburg.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
John Cornoy, President,	Wallace, Pa.
James R. McClure, Secretary and Treasurer,	Philadelphia, Pa.
General offices at No. 233 South Fourth street, Philadelphia, Pa.	

<i>Directors.</i>	<i>Residences.</i>
T. M. Storb,	New Holland, Pa.
Amos Diller,	New Holland, Pa.
B. F. Kinzer,	New Holland, Pa.
J. N. DuBarry,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.

James McClure,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.
John P. Green,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
Joseph C. Davis,	Honeybrook, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Downingtown to New Holland, . .	28.11	28.11
Length of single main track,	28.11	28.11

East Pennsylvania.

Year ending November 30, 1884.

<i>Officers.</i>	<i>Residences.</i>
G. A. Nicolls, President,	Reading.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.
General offices at 227 South Fourth street, Philadelphia.	

<i>Directors.</i>	<i>Residences.</i>
J. B. Lippincott,	Philadelphia.
George de B. Kelm,	Philadelphia.
I. V. Williamson,	Philadelphia.
Thomas Hart, junior,	Philadelphia.
Beauveau Borie,	Philadelphia.
J. N. Hutchinson,	Philadelphia.
Robert H. Sayre,	Bethlehem.
George D. Stitzel,	Reading.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Reading, Pa., to Allentown, Pa., . .	36	All.
Length of single main track,	17.53	"
Length of second main track,	18.47	"

East Mahanoy.

Year ending November 30, 1884.

<i>Officers.</i>	<i>Residences.</i>
G. A. Nicolls, President,	Reading, Pa.
Howard Hancock, Secretary,	Philadelphia, Pa.
John Welch, Treasurer,	Philadelphia, Pa.
General offices at 227 South Fourth street, Philadelphia, Pa.	

<i>Directors.</i>	<i>Residences.</i>
J. B. Lippincott,	Philadelphia, Pa.
I. V. Williamson,	Philadelphia, Pa.
George deB. Keim,	Philadelphia, Pa.
Franklin A. Comly,	Philadelphia, Pa.
Joseph Wharton,	Philadelphia, Pa.
John Wanamaker,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from East Mahanoy Junction, Pa., to Waste House Run, Pa.,	7.56	All.
Length of single main track,	5.49	"
Length of second main track,	2.07	"
Branches.		
Four colliery branches, length of road,	3.13	"

ASSETS.

Construction,	\$391,950	00
Real estate,	600	00
Cash,	1,559	35
	\$394,109	35
LIABILITIES.		
Capital stock,	\$392,550	00
Sundry dividends,	22	50
State taxes,	1,177	65
Sundry credits,	359	20
	\$394,109	35

Ebensburg and Cresson.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
A. A. Barker, President,	Ebensburg, Pa.
Abel Lloyd, Secretary,	Ebensburg, Pa.
F. H. Barker, Treasurer,	Ebensburg, Pa.
John Scott, General Solicitor,	Philadelphia, Pa.

Have no general offices.

<i>Directors.</i>	<i>Residences.</i>
Wistar Morris,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
N. P. Shortridge,	Philadelphia, Pa.
S. Kneass,	Philadelphia, Pa.
John Price Wetherill,	Philadelphia, Pa.
George Huntley,	Ebensburg, Pa.
Thomas Davis,	Ebensburg, Pa.
Edmund James,	Ebensburg, Pa.
Thomas Griffith,	Ebensburg, Pa.
Richard Jones,	Ebensburg, Pa.
F. H. Barker,	Ebensburg, Pa.
Abel Lloyd,	Ebensburg, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Ebensburg to Cresson,	11	11
Length of single main track,	11	11

Edgewood.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
William H. Shoenberger, President,	—
Edward P. Loy, Secretary,	—
Thomas C. Dickson, Treasurer,	—

<i>Directors.</i>	<i>Residences.</i>
William H. Shoenberger,	Cincinnati, Ohio.
Thomas C. Dickson,	Pittsburgh, Pa.
Charles L. Fitzhugh,	Pittsburgh, Pa.
Robert Dickson,	Pittsburgh, Pa.
Charles H. Armstrong,*	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Edgewood Intersection to Hampton coal-fields,	1	1
Length of single main track,	1	1

*Deceased.

*Elmira and Williamsport.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Thomas Neilson, President,	Philadelphia.
Lewis P. Geiger, Secretary and Treasurer,	Philadelphia.
General offices at 308 Walnut street, Philadelphia.	
<i>Directors.</i>	<i>Residences.</i>
Thomas Kimber,	Richmond Hill, N. Y.
William Read Fisher,	Philadelphia.
Lewis P. Geiger,	Philadelphia.
William D. Neilson,	Philadelphia.
Bushrod W. Adams,	Philadelphia.
Henry A. Fonda,	Philadelphia.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Williamsport, Pa., to Elmira, N. Y.,	75.5	69
Length of single main track,	75.5	69

ASSETS.

Construction account,	\$2,218,000	00
Equipment account,	352,000	00
Investment account,	8,309	39
Office furniture,	298	44
Cash and cash items,	907	90
	\$2,574,515	73
LIABILITIES.		
Capital—preferred stock, \$500,000		
Capital—common stock, 500,000		
	\$1,000,000	00
Mortgage bonds,	1,000,000	00
Five per cent. bonds,	570,000	00
Coupons,	35	00
Profit and loss account,	4,480	73
	\$2,574,515	73

*Erie and Pittsburgh.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
William L. Scott, President,	Erie, Pa.
Joseph McCarter, Vice President,	Erie, Pa.
William Brewster, Secretary and Treasurer,	Erie, Pa.
General offices at Erie, Pa.	

<i>Directors.</i>	<i>Residences.</i>
William L. Scott,	Erie, Pa.
George B. Roberts,	Philadelphia, Pa.
Sidney T. Fairchild,	Cazenovia, N. Y.
Charles M. Reed,	Erie, Pa.
Joseph McCarter,	Erie, Pa.
Charles Tracy,	Erie, Pa.
William Brewster,	Erie, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from New Castle to Girard, Pa.,	81	All.
Length of main track, from Dock junction to Erie dock, Pa.,	3.47	All.
Length of single main track,	84.47	All.

ASSETS.

Construction,	\$3,180,937	26
Equipment,	1,896,725	18
Real estate,	8,675	00
Cash,	9,220	86
Sundry securities,	23,899	63
Sundry accounts receivable,	7,590	52
Erie Extension canal,	155,000	00
Profit and loss,	24,737	90
	\$5,305,286	85

LIABILITIES.

Capital stock,	\$1,998,400	00
First mortgage bonds,	200	00
Second mortgage bonds,	91,800	00
Consolidated mortgage bonds,	2,485,000	00
Equipment mortgage bonds,	685,000	00
Unfunded or floating debt:		
Accounts payable, (account construction,)	21,886	04
Bills payable,	8,000	00
Commonwealth of Pennsylvania, (dividend taxes,)	8,748	00
Sundry accounts payable,	6,257	31
	\$5,305,286	85

*Erie and Wyoming Valley.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
John B. Smith, President,	Dunmore, Pa.
Hugh J. Jewett, Vice President,	New York, N. Y.
Aug. R. Macdonough, Secretary,	New York, N. Y.
George B. Smith, Treasurer,	Dunmore, Pa.
<i>Directors.</i>	<i>Residences.</i>
John B. Smith,	Dunmore, Pa.
Edward P. Darling,	Wilkes-Barre, Pa.
Samuel Slines,	Scranton, Pa.
George H. Catlin,	Scranton, Pa.
Hugh J. Jewett,	New York city, N. Y.
Edwin H. Mead,	New York city, N. Y.
John King,	New York city, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, when completed, from Lackawaxen to Pittston,	60	60

Evergreen.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
James Callery, President,	Allegheny, Pa.
A. C. McCallum, Secretary,	Pittsburgh.
H. D. Campbell, Treasurer,	Allegheny.
M. Brown, Solicitor,	Pittsburgh.
H. A. Schwanecke, Chief Engineer,	Allegheny.
J. T. Johnson, Division Superintendent,	Allegheny.

General offices at Allegheny, Pa.

<i>Directors.</i>	<i>Residences.</i>
James Callery,	Allegheny.
A. G. Hatry,	Pittsburgh.
A. C. McCallum,	Pittsburgh.
J. J. Gillespie,	Pittsburgh.
J. D. Callery,	Allegheny.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bennett's to Brooks',	4	4

Fayette County.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
William Beeson, President,	Uniontown, Pa.
Jasper M. Thompson, Secretary and Treasurer,	Uniontown, Pa.
<i>Directors.</i>	<i>Residences.</i>
William Beeson,	Uniontown, Pa.
Ewing Brownfield,	Uniontown, Pa.
Charles S. Seaton,	Uniontown, Pa.
J. M. Thompson,	Uniontown, Pa.
E. B. Dawson,	Uniontown, Pa.
Daniel Kaine,	Uniontown, Pa.
John K. Ewing,	Uniontown, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Uniontown to Connellsville,	12½	All.
Length of single main track,	12½	All.

Fort Pitt Incline Plane.

Year ending October 31, 1884.

Officers.

William Flinn, President,	Pittsburgh, Pa.
S. H. French, Secretary,	Pittsburgh, Pa.
L. H. Williams, Treasurer,	Pittsburgh, Pa.

General offices at 103 Fourth avenue, Pittsburgh, Pa.

Directors.

William Flinn,	Pittsburgh, Pa.
L. H. Williams,	Pittsburgh, Pa.
F. L. Stephenson,	Pittsburgh, Pa.
George I. Whitney,	Pittsburgh, Pa.
James J. Booth,	Pittsburgh, Pa.
S. H. French,	Pittsburgh, Pa.

*Residences.**Residences.*

Main Line.	Whole length in feet.	Length in Penn'a.
Length of main line, from lower to upper station,	350	All.

ASSETS.

Cost of plane,	\$93,601	00
Cash on hand,	43	20
Real estate,	488	40
	\$94,132	60

LIABILITIES.

Capital stock,	\$60,000	00
Bonds,	30,000	00
Bills payable,	1,100	00
S. H. French,	166	66
Booth & Flinn,	119	22
W. H. Brown & Co.,	59	06
Profit and loss, October 31, 1883,	\$1,116	98
Profit and loss, October 31, 1884,	1,570	68
	2,687	66
	\$94,132	60

RESULT OF THE YEAR ENDING OCTOBER 31, 1884.

Wages,	\$4,500	00
Expenses,	2,347	48
Interest,	1,807	91
Profit and loss,	1,570	68
	\$10,226	07
Earnings,	\$10,226	07

*Frankford and Holmesburg.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Andreas Hartel, President,	Holmesburg, Philadelphia.
Joseph H. Brown, Secretary,	Holmesburg, Philadelphia.
William Rowland, junior, Treasurer,	Holmesburg, Philadelphia.
<i>Directors.</i>	<i>Residences.</i>
Edmund Smith,	Philadelphia.
B. Frank Crispin,	Philadelphia.
Presley Blackiston,	Philadelphia.
Andreas Hartel,	Holmesburg, Philadelphia.
Joseph Hartel,	Holmesburg, Philadelphia.
William Rowland, junior,	Holmesburg, Philadelphia.
George S. Clark,	Holmesburg, Philadelphia.
Joseph H. Brown,	Holmesburg, Philadelphia.
Alfred Dungan,	Bustleton, Philadelphia.
Isaac A. Tomlinson,	Bustleton, Philadelphia.
William Dedaker,	Bustleton, Philadelphia.
Jamison Lott,	Bustleton, Philadelphia.
Joseph M. Banes,	Bustleton, Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Holmesburg Junction to Bustleton,	4.16	4.16
Length of single main track,	4.16	4.16

*Germantown, Norristown and Phoenixville.**Year ending December 31, 1884.*

<i>Officers elected May 12, 1884.</i>	<i>Residences.</i>
Edmund Smith, President,	—
Albert Hewson, Secretary,	—
William Taylor, Treasurer,	—

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
D. B. Cummins,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
H. H. Houston,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. Parker Shortridge,	Wynnewood Montgomery co., Pa.
John C. Sims, junior,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. Price Wetherill,	Philadelphia, Pa.

Gettysburg and Harrisburg.

From April 21 to December 31, 1884.

Officers.	Residences.
J. C. Fuller, President,	Philadelphia.
John M. Butler, Secretary and Treasurer,	114 South Third street, Philadelphia.
J. C. Neely, General Solicitor,	Gettysburg, Pa.
A. E. Lehman, Chief Engineer,	Pine Grove Furnace, Pa.
William H. Woodward, Superintendent,	Pine Grove Furnace, Pa.
General offices at Pine Grove Furnace, Cumberland county, Pa.	

Directors.	Residences.
J. C. Fuller,	Philadelphia.
Jay Cooke,	Philadelphia.
Jay Cooke, junior,	Philadelphia.
B. J. Woodward,	Philadelphia.
Spencer Erwin,	Philadelphia.
C. D. Barney,	Philadelphia.
John M. Butler,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Hunter's Run to Gettysburg,	21.60	All.
Length of single main track,	21.60	"
Branches.		
Round Top Extension branch, from } Length of road,	3	"
Gettysburg to Round Top, } Length of single track,	8	"

ASSETS.

Cost of road,	\$513,323	11
Cost of equipment,	48,863	64
Supplies on hand,	2,534	78
Deficit,	18,802	45
	\$583,522	98
LIABILITIES.		
Capital stock,	\$250,000	00
Funded debt,	280,000	00
Unfunded debt,	53,522	98
	\$583,522	98

*Greenlick Narrow Gauge.**Year ending December 31, 1884.**Officers.*

Daniel H. Pershing, President,	Stauffer's Station, Pa.
Nathaniel Miles, Secretary and Treasurer,	Scottdale, Pa.
D. H. Pershing, General Superintendent,	Stauffer's Station, Pa.
David White, Division Superintendent,	Scottdale, Pa.

General offices at Scottdale, Westmoreland county, Pa.

*Directors.**Residences.*

D. H. Pershing,	Stauffer's Station, Pa.
David S. Macrum,*	Pittsburgh, Pa.
H. C. Frick,	Pittsburgh, Pa.
Edwin Miles,	Pittsburgh, Pa.
George K. Miles,	Pittsburgh, Pa.
Joseph R. Stauffer,	Scottdale, Pa.
David White,	Scottdale, Pa.
George A. Hogg,	Mount Pleasant, Pa.
George E. Hogg,	Brownsville, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Greenlick to Mount Vernon mines, .	3.16	3.16

ASSETS.

Construction,	\$37,002	77
Cash,	97	75
Accounts receivable,	547	20
	\$37,647	72
LIABILITIES.		
Capital stock,	\$31,650 00 }	
Capital stock, ledger accounts,	439 02 }	
Notes payable,	2,275	51
Accounts payable,	1,701	79
Profit and loss, (surplus,)	1,581	40
	\$37,647	72

*Died March 8, 1884.

*Harrisburg, Portsmouth, Mt. Joy and Lancaster.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Edmund Smith, President,	Philadelphia.
Taber Ashton, Secretary and Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
Edmund Smith,	Philadelphia.
G. B. Roberts,	Philadelphia.
Wistar Morris,	Philadelphia.
John M. Kennedy,	Philadelphia.
James Young,	Middletown.
Lewis Elkin,	Philadelphia.
N. Parker Shortridge,	Philadelphia.
A. J. Cassatt,	Philadelphia.
John P. Green,	Philadelphia.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Dillerville junction to Market street, Harrisburg,	35.75	35.75
Length of single main track,	25.59	25.59
Length of second main track,	10.16	10.16
Length of third main track,	3.07	3.07
<i>Branches.</i>		
Columbia branch, from Columbia to } Length of road,	18.15	18.15
branch intersection, } Length of double track,	18.15	18.15

*Harrisburg and Western.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Robert H. Sayre, President,	South Bethlehem, Pa.
William T. Sanger, Secretary and Treasurer,	Harrisburg, Pa.

General office at Harrisburg, Pa.

<i>Directors.</i>	<i>Residences.</i>
Richard K. Sheldon,	Philadelphia, Pa.
William T. Sanger,	Harrisburg, Pa.
Frederick J. Grotevent,	Harrisburg, Pa.
Hughes Oliphant,	Harrisburg, Pa.
Charles A. Pool,	New York city, N. Y.
George H. Kent,	New York city, N. Y.

Harrisburg and Potomac.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
Cary W. Ahl, President,	Boiling Springs, Pa.
Asbury Derland, Secretary,	Boiling Springs, Pa.
Thomas W. Ahl, Treasurer,	Boiling Springs, Pa.
F. H. Thomas, Chief Engineer,	Shippensburg, Pa.
Robert H. Middleton, General Superintendent,	Boiling Springs, Pa.

General offices at Boiling Springs, Pa.

<i>Directors.</i>	<i>Residences.</i>
Cary W. Ahl,	Boiling Springs, Pa.
Daniel V. Ahl,	Newville, Pa.
Joshua Hunt,	Catasauquus, Pa.
John Moore,	Dickinson, Pa.
J. J. Dull,	Harrisburg, Pa.
A. W. Eichelberger,	Hanover, Pa.
Peter Loucks,	Bowmansdale, Pa.
A. W. Heikes,	York Springs, Pa.
Asbury Derland,	Boiling Springs, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bowmansdale to Shippensburg, . .	32	32
Length of single main track,	32	32
Branches.		
Philadelphia and Reading ore bank branch, from main line, near Boiling Springs, to ore bank,	2	2
Peffer branch, from main line, near Boiling Springs, to ore bank,6	.6
Cleversburg branch, from Cleversburg Junction to No. 1 ore bank,	2.9	2.9
	2.9	2.9

Hanover Junction, Hanover and Gettysburg.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
A. W. Eichelberger, President,	Hanover, Pa.
R. M. Wirt, Secretary,	Hanover, Pa.
R. A. Eichelberger, Treasurer,	Hanover, Pa.
D. A. Wills, General Solicitor,	Gettysburg, Pa.
H. D. Scott, General Superintendent,	Gettysburg, Pa.

<i>Directors.</i>	<i>Residences.</i>
Peter Flickinger,	Hanover, Pa.
S. Keefer,	Hanover, Pa.
William Grumblue,	Hanover, Pa.
R. Young,	Hanover, Pa.
H. A. Young,	Hanover, Pa.
R. M. Wirt,	Hanover, Pa.
M. Eichelberger,	Gettysburg, Pa.
D. A. Wills,	Gettysburg, Pa.
C. W. Slagle,	Baltimore, Md.
William Buehler,	Baltimore, Md.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Hanover Junction to Marsh Creek, .	33.440	33.440
Length of single main track,	33.440	33.440

ASSETS.

Cost of road,	\$399,239	00
Equipment,	165,844	00
Real estate,	17,000	00
Stocks in other railroads,	111,450	00
Materials on hand,	14,400	00
Cash,	758	69
Bills receivable,	25,514	97
	\$738,706	66
LIABILITIES.		
Capital stock,	\$116,850	00
Funded debt,	208,000	00
Unfunded debt,	10,000	00
Balance due corporations,	21,000	00
Unclaimed dividends,	874	50
Profit and loss,	376,982	16
	\$738,706	66

*Hanover and York.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
John S. Young, President,	Hanover, Pa.
E. G. Smyser, Vice President,	York, Pa.
Lewis Grove, Secretary,	Hanover, Pa.
J. H. Alleman, Treasurer,	Hanover, Pa.
<i>Directors.</i>	<i>Residences.</i>
E. G. Smyser,	York, Pa.
W. L. Small,	York, Pa.
Michael Schall,	York, Pa.

Henry Small,	York, Pa.
Harris Wilton,	Wrightsville, Pa.
P. H. Glatfelter,	Spring Grove, Pa.
George D. Klinefelter,	Hanover, Pa.
Samuel H. Bechtol,	Hanover, Pa.
William J. Young,	Hanover, Pa.
Vincent O. Bold,	Hanover, Pa.
Isaac Loucks,	Hanover, Pa.
William Young, senior,	Hanover, Pa.

Huntingdon and Broad Top Mountain.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
B. Andrews Knight, President,	Philadelphia, Pa.
J. P. Donaldson, Secretary and Treasurer,	Philadelphia, Pa.
James W. Paul, General Solicitor,	Philadelphia, Pa.
John Fulton, Consulting Engineer,	Johnstown, Pa.
George F. Gage, General Manager,	Huntingdon, Pa.

General offices at Philadelphia and Huntingdon, Pa.

<i>Directors.</i>	<i>Residences.</i>
Rathmell Wilson,	Philadelphia, Pa.
I. V. Williamson,	Philadelphia, Pa.
William P. Jenks,	Philadelphia, Pa.
James Long,	Philadelphia, Pa.
John Devereux,	Philadelphia, Pa.
Jacob Naylor,	Philadelphia, Pa.
Thomas R. Patton,	Philadelphia, Pa.
Charles W. Wharton,	Philadelphia, Pa.
James Whitaker,	Philadelphia, Pa.
Spencer M. Janney,	Philadelphia, Pa.
William J. Barr,	Philadelphia, Pa.
M. E. McDowell,	Philadelphia, Pa.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Huntingdon to Mt. Dallas,	45	45
Length of single main track,	45	45
<i>Branches.</i>		
Shoup's Run branch, from Saxton to } Length of road,	9.5	9.5
Broad Top city, } Length of single track,	9.5	9.5
Six Mile Run branch, from Riddlesburg } Length of road,	4	4
to Edge Hill, } Length of single track,	4	4
Sandy Run branch, from Hopewell junction to Lane, } Length of road,	2.6	2.6
Long's Run (branch of Sandy Run) } Length of single track,	2.6	2.6
branch, from Long's Run junction to } Length of road,	3	3
Kearney, } Length of single track,	3	3

ASSETS.

Construction and equipment,		\$5,592,401	48
Roadway expenses,	\$14,467 26		
Transportation expenses,	113,368 96		
		157,836	22
Mines and real estate, (taxes, &c.,)		795	17
Interest on bonds,	\$132,702 50		
Interest on scrip,	8,139 03		
Interest account,	2,244 84		
		143,085	87
Excise tax, (State of Pennsylvania,)		5,153	83
Incidental expenses, Philadelphia office,	\$18,120 26		
Insurance account,	1,270 11		
		19,390	87
Book accounts,		19,584	51
R. Wilson and James Long, trustees,		118,895	00
Girard Life Insurance Annuity and Trust Company, trustee,		22,440	00
General supplies, (stock on hand,)		24,268	44
Real estate,		54,984	73
Cash,		85,693	12
		\$6,194,528	74
LIABILITIES.			
Stock, preferred,	\$1,984,800		00
Stock, common,	1,368,650		00
Bonds, first mortgage loan,	416,000		00
Bonds, second mortgage loan,	367,500		00
Bonds, consolidated mortgage loan,	1,497,000		00
Scrip, first and second mortgage loan,	118,895		00
Scrip, convertible into preferred stock,	1,149		20
Scrip, convertible into common stock,	1,257		00
Freights, passengers, &c.,	\$333,560 75		
Royalty of mines and rents,	4,376 15		
		337,936	90
Book accounts,		18,267	55
Dividend account,		284	25
Huntingdon and Broad Top car trust cars,		28,255	91
Profit and loss,		54,702	98
		\$6,194,528	74

Ironton.

Year ending December 31, 1884.

Officers.	Residences.
Samuel Thomas, President,	Catasauqua, Pa.
John T. Knight, Secretary and Treasurer,	Easton, Pa.
William Andrews, General Superintendent,	Ironton, Pa.
General offices at Ironton, Pa.	

Directors.	Residences.
Samuel Thomas,	Catasauqua, Pa.
Benjamin G. Clarke,	New York city.
John T. Knight,	Easton, Pa.
John Thomas,	Hokendauqua, Pa.
Edwin Mickley,	Hokendauqua, Pa.
William W. Marsh,	Schooley's Mountain, N. J.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Coplay to Ironton and Orefield,	9½	9½
Length of single main track,	9½	9½

ASSETS.

Railroad,	\$200,000	00
Bills receivable,	34,990	24
Cash,	652	63
	\$235,642	87
LIABILITIES.		
Capital stock,	\$200,000	00
Profit and loss,	35,642	87
	\$235,642	87

*Jamestown and Franklin.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
James Miles, President,	Miles Grove, Pa.
John C. Cornwell, Secretary,	Stoneboro', Pa.
Robert P. Cann, Treasurer,	Stoneboro', Pa.
General offices at Stoneboro', Pa.	
<i>Directors.</i>	<i>Residences.</i>
Russelas Brown,	Warren, Pa.
John S. McCalmont,	Franklin, Pa.
William Gibson,	Jamestown, Pa.
J. C. Cornwell,	Stoneboro', Pa.
O. G. Getzen Danner,	Cleveland, Ohio.
J. W. Osborn,	Kalamazoo, Mich.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Jamestown, Pa., to Oil City, Pa., . . .	51.10	51.10
Branches.		
Coal mine branch, length of road,	2.53	2.53

ASSETS.

Construction,	\$2,538,473	84
Coal lands,	34,607	79
Central Trunk Railway Company,	8,235	69
Cash,	15	58
	\$2,581,332	90
LIABILITIES.		
Capital stock,	\$601,200	00
Orders for stock,	610	50
Sundry persons for payments on stock,	5,432	50
First mortgage bonds,	\$317,000	
Second mortgage bonds,	500,000	
	817,000	00
Lake Shore and Michigan Southern Railway Company,	1,146,920	17
Profit and loss,	10,169	73
	\$2,581,332	90

*Jefferson.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Samuel Hines, President,	_____
Augustus R. Macdonough, Secretary,	_____
B. Thomas, General Superintendent,	_____
E. Van Elton, Division Superintendent,	_____
General offices at Scranton, Pennsylvania.	

<i>Directors.</i>	<i>Residences.</i>
Samuel Hines,	Scranton, Pa.
Horatio S. Pierce,	Scranton, Pa.
William A. May,	Scranton, Pa.
Edmund S. Bowen,	New York city, N. Y.
Augustus R. Macdonough,	New York city, N. Y.
(Two vacancies.)	

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lanesborough to Carbondale,	36.636	36.636
Length of single main track, from Hawley to Honesdale,	8.183	8.183
Length of second main track,	3.219	3.219

*Junction.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Isaac Hinckley, President,	Philadelphia, Pa.
John C. Sims, junior, Secretary,	Philadelphia, Pa.
Robert Craven, Treasurer,	Ridley Park, Pa.
A. Feldpanche, Engineer,	Philadelphia, Pa.
William F. Lookard, Superintendent,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
Isaac Hinckley,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
G. deB. Keim,	Philadelphia, Pa.
S. M. Felton,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Belmont to Thirty-fourth street and from north end of tunnel to Gray's Ferry,	3.56	3.56
Length of single main track,	7.12	7.12
Length of double main track,	3.56	3.56

ASSETS.

Construction,	\$1,062,000	50
Cash,	47,393	78
	\$1,109,394	28
LIABILITIES.		
Capital stock,	\$250,000	00
Funded debt,	725,000	00
Profit and loss,	134,394	28
	\$1,109,394	28

Kensington and Tacony.

Nine months ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia, Pa.
James R. McClure, Secretary and Treasurer,	Philadelphia, Pa.

General offices at No. 333 South Third street, Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
John P. Green,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
N. Parker Shortridge,	Wynnewood, Montgomery co., Pa.
William L. Elkins,	Philadelphia, Pa.
John Price Wetherill,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Kensington to Tacony,	5	5

*Kendall and Eldred.**Year ending September 30, 1884.*

<i>Officers.</i>	<i>Residences.</i>
J. W. Jones, President,	Philadelphia, Pa.
Franklin S. Buell, Secretary and Treasurer,	Buffalo, N. Y.
George S. Gatchell, General Superintendent,	Buffalo, N. Y.
C. E. Kimball, Assistant Secretary,	New York city.
W. L. Doyle, Auditor,	Buffalo, N. Y.
<i>Directors.</i>	<i>Residences.</i>
J. W. Jones,	Philadelphia, Pa.
Isaac N. Seligman,	New York city.
F. W. Seligman,	New York city.
C. H. Clarke,	Philadelphia, Pa.
H. B. Tyler,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.
C. S. Carey,	Olean, N. Y.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Eldred, Pa., to Tarport, Pa.,	15	15
Length of single main track,	15	15

*Keystone Coal Company's.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Henry A. Stiles, President,	Philadelphia, Pa.
F. H. Williams, Secretary and Treasurer,	Philadelphia, Pa.
<i>Directors.</i>	<i>Residences.</i>
Henry A. Stiles,	Philadelphia, Pa.
John H. Small,	York, Pa.
Jonathan Steward,	Trenton, N. J.
A. G. Richey,	Trenton, N. J.
H. T. Weld,	Baltimore, Md.
George F. Baer,	Reading, Pa.
James P. Scott,	Philadelphia, Pa.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Keystone mines to Keystone Junction,	5½	5½

*Kinzua.**Year ending September 30, 1884.*

<i>Officers.</i>	<i>Residences.</i>
J. W. Jones, President,	Philadelphia, Pa.
Franklin S. Buell, Secretary and Treasurer,	Buffalo, N. Y.
George S. Gatchell, General Superintendent,	Buffalo, N. Y.
C. E. Kimball, Assistant Secretary,	Philadelphia, Pa.
W. L. Doyle, Auditor,	Buffalo, N. Y.
<i>Directors.</i>	<i>Residences.</i>
J. W. Jones,	Philadelphia, Pa.
Isaac N. Seligman,	New York, N. Y.
T. W. Seligman,	New York, N. Y.
C. H. Clarke,	Philadelphia, Pa.
H. B. Tyler,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.
C. S. Carey,	Olean, N. Y.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Kinzua, Pa. to junction, with Bradford railroad,	14	14
Length of single main track,	14	14

*Lake Shore and Michigan Southern.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
John Newell, President and General Manager,	Cleveland, Ohio.
E. D. Worcester, Vice President, Secretary, and Treasurer,	New York, N. Y.
Aashley Pond, General Solicitor,	Detroit, Mich.
L. H. Clarke, Chief Engineer,	Cleveland, Ohio.
P. P. Wright, General Superintendent,	Cleveland, Ohio.
Charles B. Couch, Division Superintendent,	Cleveland, Ohio.
George H. McIntire, Division Superintendent,	Youngstown, Ohio.
General offices at Cleveland, Ohio.	
<i>Directors.</i>	<i>Residences.</i>
William H. Vanderbilt,	New York, N. Y.
Cornelius Vanderbilt,	New York, N. Y.
William K. Vanderbilt,	New York, N. Y.
Frederick W. Vanderbilt,	New York, N. Y.

Samuel F. Barger,	New York, N. Y.
John E. Burrill,	New York, N. Y.
Darius O. Mills,	New York, N. Y.
Edwin D. Worcester,	New York, N. Y.
William L. Scott,	Erie, Pa.
Charles M. Reed,	Erie, Pa.
Rasselas Brown,	Warren, Pa.
John Newell,	Cleveland, Ohio.
Jeptha H. Wade,	Cleveland, Ohio.

CAPITAL STOCK.

Amount authorized by law,	\$50,000,000	00
Amount authorized by votes of company,	50,000,000	00
Amount subscribed,	50,000,000	00
Amount now paid in,	<div> Common, \$49,468,500 00 Special or preferred, 533,500 00 500,000 </div>	00
Number of shares issued,	500,000	
Amount paid in on each share,		100 00
Par value of each share,		100 00

DEBT.

DATE OF ISSUE.	Name and Character.	Miles included in mortgage.	When due.	Amount out-standing.	Rate of Interest and when payable.
July 1, 1870	Lake Shore and Michigan Southern—consolidated 1st mortgage sinking fund.	364	July 1, 1890	\$8,456,000	7 p. ct., reg. Jan., April, July, and Oct. Coupon Jan. and July.
Apr. 1, 1899	Lake Shore railway—dividend bonds.	253	Apr. 1, 1899	1,358,000	7 p. ct., April and October.
Oct. 1, 1897	Cleveland, Painesville and Ashtabula—3d mortgage.	95	Oct. 1, 1892	920,000	7 p. ct., April and October.
May 1, 1885	Michigan Southern and Northern Indiana—1st mortgage.	461	May 1, 1885	5,240,000	7 p. ct., May and Novem'r.
July 1, 1885	Cleveland and Toledo—1st mortgage.	162	July 1, 1885	1,595,000	7 p. ct., January and July.
Apr. 1, 1898	Cleveland and Toledo—2d mortgage.	162	Apr. 1, 1898	849,000	7 p. ct., April and October.
Sept. 1, 1898	Buffalo and State Line—mortgage.	88	Sept. 1, 1898	300,000	7 p. ct., March and Sept'r.
Apr. 1, 1898	Buffalo and Erie—mortgage, . .	88	Apr. 1, 1898	2,784,000	7 p. ct., April and October.
	Total amount outstanding of the 1st general mortgage, \$25,000,000			\$21,500,000	
Dec 1, 1873	Lake Shore and Michigan Southern—consolidated 2d general mortgage,	364	Dec. 1, 1903	\$24,692,000	7 p. c., June and Decem'r.
Total funded debt—Lake Shore and Michigan Southern Railway company proper,				\$46,192,000	All 7 per cent.
Unfunded Debt.*					
Total amount of funded debt,					\$46,192,000
Funded debt, as per last report,					\$42,942,000
Total cash realized from capital stock and debt,					96,192,000

* None.

COST.

Total cost of roads owned to date,	\$86,700,000	00
Average of same per mile of road laid,	\$77,121	48
Average of same per mile of single track,	59,874	82
Proportion of same for Pennsylvania,	3,803,628	93
Total cost of equipment owned,	\$17,800,000	00
Average cost of equipment per mile of road owned by company,	16,879	03
Average cost of equipment per mile of road operated by company,	12,907	07
Proportion of same for Pennsylvania,	1,294,072	54
Cost of road and equipment per mile of road owned by company,	94,000	46
Proportion of same for Pennsylvania,	4,636,102	69
Total cost of roads and equipment,	\$84,000,000	00
Proportion of same for Pennsylvania,	5,930,175	23

CHARACTERISTICS OF ROAD.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Buffalo to Chicago <i>via</i> Norfolk and Adrian,	540.49	44.06
Length of single main track,	540.49	44.06
Length of second main track,	249.18	44.06
Branches.		
Sandusky branch, from Elyria junction to Millbury junction,	Length of road, 72.93 Length of single track, 72.95	
Sandusky Pier branch, from junction, at Sandusky, to Old Depot, Sandusky,	Length of double track, 17.11 Length of road, 3.72	
Ashtabula branch, from Ashtabula Harbor to Jamestown,	Length of single track, 8.72 Length of road, 38.31	5.26
Connecting branch, with D. A. V. and P. R. R. at Dunkirk,	Length of single track, 38.31 Length of road, 1.50	5.26
Air Line branch, from Air Line junction to Elkhart,	Length of single track, 1.50 Length of road, 180.88	
Detroit branch, from Air Line junction to Detroit,	Length of single track, 180.88 Length of road, 62.36	
Jackson branch, from Lenawee junction to Jackson,	Length of single track, 62.36 Length of road, 41.98	
Monroe branch, from Lenawee junction to Monroe,	Length of single track, 41.98 Length of road, 29.37	
Palmyra branch, from Palmyra to Adrian,	Length of single track, 29.37 Length of road, 5.72	
Kalamazoo branch, from White Pigeon to Kalamazoo,	Length of single track, 5.72 Length of road, 36.57	
Lansing branch, from Jonesville to North Lansing,	Length of single track, 36.57 Length of road, 61.14	
Leased Roads.		
Jamestown and Franklin railroad, from Jamestown to Oil City,	Length of road, 50.91 Length of single track, 50.91	50.91
Mahoning Coal railroad, from Youngstown to Audover, including four coal branches,	Length of road, 43.05 Length of single track, 43.05	
Kalamazoo, Allegan and Grand Rapids railroad, from Kalamazoo to Grand Rapids,	Length of road, 58.42 Length of single track, 58.42	
Detroit, Hillsdale and South-Western railway, from Ypsilanti to Bankers,	Length of road, 65.20 Length of single track, 65.20	
Ft. Wayne and Jackson railroad,* from Ft. Wayne to Jackson,	Length of road, 97.83 Length of single track, 97.83	

* Ft. Wayne and Jackson railroad measured in 1884 and found to be from Jackson to Pittsburgh, Ft. Wayne and Chicago crossing, at Ft. Wayne, 97.83 miles, in place of 97.42 miles as previously reported from measurements made by Ft. Wayne and Jackson railroad.

Summary.	Whole length in miles.	Length in Penn'a.
Length of main line,	540.49	44.06
Length of branches owned by the company,	484.45	5.28
Length of leased roads,	315.41	50.91
Length of second track,	266.24	44.06
Length of sidings and other tracks not above enumerated,	548.00	46.14
Length of all tracks,	2,154.59	190.43

Gauge.

Gauge of lines, 4 ft. 8½ in.

Track.

Miles of track laid with steel rail on lines owned, leased, or operated, whole length, 1,521.76; in Pennsylvania, . . . 152.01

Miles of track laid with iron rail on lines owned, leased, or operated, whole length, 632.83; in Pennsylvania, . . . 38.42

Weight of rail per yard, . . . { Steel, in branches, 52, 56,
and 60 lbs.; in main line, 60 and 65 lbs.
Iron, in branches, . . . 56 and 60 lbs.

Telegraph Lines.

Length of lines in miles, 1,945; in Pennsylvania, . . . 862

Number of miles of wire, 9,548; in Pennsylvania, . . . 434

Bridges and Trestles.

Number of bridges and trestles on lines owned by the company, 178

Wooden bridges, number of, 41; aggregate length, . . . 5,768 feet.

Stone bridges, number of, 11; aggregate length, . . . 1,680 feet.

Iron bridges, number of, 68; aggregate length, . . . 6,466 feet.

Wooden trestles, number of, 58; aggregate length, . . . 11,476 feet.

Total length of bridges and trestles, 25,390 feet.

Crossings.

Railroads crossing, at grade, lines owned by the company in this Commonwealth: Philadelphia and Erie railroad at Erie; Erie and Pittsburgh railroad at Erie.

Number of crossings of highways, at grade, in this Commonwealth, 112

Number of crossings of highways over railroad, 5

Number of crossings of highways under railroad, 8

Number of crossings at which gates or flagmen are maintained, 18

Number of crossings at which there are neither gates nor flagmen, 94

Statement of regulations governing employes in regard to these crossings:

Every engine must be brought to a full stop before crossing the track of any railroad, at a distance not exceeding four hundred feet from the same.

When approaching railroad crossings, or other hazardous points, steam must be shut off at least a mile distant, and the speed of all trains must be reduced so as to bring them certainly within control of the engineer. The conductor and all the trainmen, upon all trains must be at the brakes at least one mile before reaching such points, ready to apply the brakes instantly when the whistle sounds. Upon passenger trains, if the air-brake is found not to be working efficiently, the brakes must be applied by hand, and the train must be held under such control as surely to prevent running over before stopping.

Engineers must have the engine-bell rung, in all cases, before the engine is put in motion, and always at least eighty rods before reaching a public-road crossing, and until it is passed, and when passing through station-yards, or whenever any person is seen on or near the track in front of the engine. At least eighty rods distant from every public-road crossing, whether it be under, over, or on a level with the railway, they must give the crossing signal by whistle, and about one mile before arriving at each station, they will give one long whistle.

When they receive a signal to stop, they must at once call for brakes, whistling off brakes immediately after if necessary.

They must avoid all unnecessary use of the whistle, reserving it, so far as possible, for cases of danger.

They will allow no persons to ride upon the engines or tenders, except the chief engineer, assistant engineers, and superintendents, train dispatchers, road and division masters, or master machinists, unless they have permission of the superintendent, or in cases of storms or accidents.

They will not permit the firemen to operate the engines, except when they are themselves present upon them. Both engineer and fireman must remain upon the engine while it is at work.

Stations.

Number of stations on main line: Passenger, 114; freight, 102; total, 116; in Pennsylvania,	8
Number of stations on branches: Passenger, 78; freight, 75; total, 78; in Pennsylvania,	None.
Number of stations on leased roads: Passenger, 57; freight, 55; total, 57; in Pennsylvania,	10
Number of engine-houses owned by the company, 51; in Pennsylvania,	7
Number of shops owned by the company, 17; in Pennsylvania,	None.
Number of wood and water stations on main line, 68; in Pennsylvania,	6
Number of wood and water stations on branches, 41; in Pennsylvania,	None.
Number of wood and water stations on leased roads, 37; in Pennsylvania,	7

Value of real estate held by the company, exclusive of
roadway, \$365,779 61
Number of tunnels on all lines owned by the company, 1;
in Pennsylvania, None.
Aggregate length of tunnels, 114 feet.
Material of foundation upon which track is laid: Ballasted with stone,
gravel, and cinders; joints fastened with angle-splices.

Equipment.	Number.	Average cost of each.	
Locomotives,	551	\$10,000	00
Passenger cars, first class, 134			
Passenger cars, second class, 60			
Total passenger cars,	194	4,000	00
Baggage, mail and express cars, and two pay cars, 75		2,600	00
Postal cars, (letter and storage,) 82		3,700	00
Freight cars, 8-wheel, 15,589			
Freight cars, 4-wheel, 600			
Total freight cars,	16,189	400	00
Caboose cars, 271		900	00
Dumpers, 147; derrick, 10, and tool cars, 9, 166			

Train brake in use: Westinghouse automatic on passenger equipment.
Average number of cars in passenger trains, including
mail, express, and baggage cars, 6
Average number of cars in freight trains, 40
Average weight of passenger trains, including locomotive
and tender, in working order, in tons, 198
Average weight of freight trains, including locomotive
and tender, in working order, in tons, 609

Employees.

Average number of persons regularly employed by the
company, including officials, 9,685
Same in Pennsylvania, 486

DOINGS OF THE YEAR.

Transportation and Total Miles Run.

Number of miles run by passenger trains, 3,459,742
Number of miles run by freight and coal trains, 5,828,746
Number of passengers carried one mile in Pennsylvania, 24,183,986
Number of tons of 2,000 lbs. of through freight for the
year on main road, 653,040
Number of tons of freight carried one mile, 1,410,545,674
Number of tons of freight carried one mile in Pennsyl-
vania, 148,640,455
Gross amount of tonnage for the year, (2,000 lbs. per ton,) 7,365,688

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour.)	25
Average rate of speed adopted by express trains, including stops, (miles per hour,)	32
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	15

The Amount of Freight, in Tons of 2,000 lbs.

Anthracite coal,	369,370	Agricultural products,*	1,231,993
Bituminous coal,	1,038,002	Merchandise and manufactures,	639,585
Petroleum and other oils,	377,537	Live stock,	442,330
Pig-iron,	97,305	Lumber,	676,542
Railroad iron,	39,115	Other articles,	1,554,786
Other iron or castings,	324,092		
Iron and other ores,	242,426	Total,	7,365,688
Stone and lime,	332,695		

The Rate Per Ton, (of 2,000 lbs.,) Per Mile Charged for Freight.

For through freight and coal, per ton per mile,	0.512 cents.
For local freight and coal, per ton per mile,	0.699 cents.
For all freight, per ton per mile,	0.652 cents.

*Includes grain, vegetables, other agricultural products, and fruits and cotton.

EARNINGS FOR THE YEAR—From Transportation of Passengers.

MONTHS.	THROUGH.			LOCAL.			TOTALS.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1884.	5,248	2,833,920	\$49,821.40	246,131	10,091,871	\$236,128.68	251,379	12,925,791	\$276,947.08
February, 1884.	5,108	2,719,820	48,249.28	253,897	10,409,777	230,823.54	259,005	13,129,617	\$278,072.82
March, 1884.	6,583	3,554,820	60,234.47	284,031	11,727,371	270,446.82	290,614	15,282,091	\$330,700.99
April, 1884.	8,269	4,519,260	76,137.93	278,813	11,431,333	267,977.74	287,082	15,850,593	\$344,135.66
May, 1884.	9,742	5,260,680	78,987.26	280,166	11,686,906	260,270.26	289,908	16,747,486	\$356,266.32
June, 1884.	8,730	4,714,200	76,823.46	276,864	11,351,942	256,090.19	284,594	16,066,324	\$360,913.43
July, 1884.	9,481	5,108,940	78,183.90	249,764	12,101,242	264,631.28	259,245	18,919,182	\$410,814.18
August, 1884.	7,598	4,102,820	64,871.26	240,223	12,611,726	237,793.39	247,821	17,714,446	\$399,164.66
September, 1884.	8,970	4,843,860	79,453.96	275,489	12,018,161	249,683.31	284,459	18,538,581	\$428,090.48
October, 1884.	8,592	4,639,680	76,891.14	332,210	13,068,406	300,407.82	340,802	18,048,086	\$392,208.46
November, 1884.	8,969	3,730,860	65,723.47	267,818	10,151,723	220,966.02	276,787	14,443,593	\$362,693.47
December, 1884.	6,496	3,606,460	61,498.26	289,622	10,786,722	208,131.15	276,122	14,300,315	\$375,824.41
Totals,	91,809	49,576,860	\$811,369.76	2,583,541	142,753,852	\$3,322,359.41	3,645,350	193,330,422	\$4,132,729.17

The Rate of Fare for Passengers Charged for the Respective Classes per Mile.

For first-class through passengers, 24 cents; for first-class way passengers, single trip, 3 cents, round trip, 24 cents; for second-class through passengers, 14 cents; for second-class way passengers, 2 cents.

From Transportation of Freight.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTALS.		
	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.
January, 1884.	72,601	\$242,348.78	38,996,968	499,271	\$978,741.56	61,770,586	571,872	\$821,090.34	120,767,554
February, 1884.	66,095	203,367.67	30,113,857	477,227	599,090.08	77,786,748	533,322	802,457.76	107,900,185
March, 1884.	62,829	193,412.46	32,748,970	560,564	668,230.69	88,944,509	623,393	861,643.16	122,693,479
April, 1884.	59,240	169,249.53	31,835,068	560,237	609,315.10	83,079,192	619,477	778,564.63	114,912,260
May, 1884.	51,175	137,135.31	27,003,135	565,832	580,325.33	83,006,077	617,007	717,360.64	110,509,213
June, 1884.	47,026	124,137.34	25,289,153	518,990	518,990.58	78,385,780	561,016	642,775.93	103,654,933
July, 1884.	40,117	83,976.06	21,649,192	546,507	565,965.23	82,359,654	586,624	649,941.29	103,908,846
August, 1884.	38,290	84,316.67	20,557,586	617,618	690,825.50	100,533,681	655,905	776,142.17	121,111,287
September, 1884.	40,893	74,172.48	21,809,466	623,687	686,703.03	98,644,098	664,580	760,875.51	120,453,564
October, 1884.	65,058	123,441.34	34,975,997	670,272	780,450.14	104,484,422	735,330	833,891.48	139,410,419
November, 1884.	65,069	184,372.68	34,981,691	591,630	709,654.92	96,924,099	656,699	894,027.60	131,905,790
December, 1884.	54,947	176,093.08	29,533,129	495,836	624,967.89	83,765,086	550,783	801,045.97	113,318,215
Totals,	653,040	\$1,796,018.40	350,871,742	6,712,648	\$7,562,793.06	1,059,673,932	7,365,688	\$9,358,816.46	1,410,545,674

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1884, . . .	\$59,075	04	\$21,205	25	\$21,067	12	\$101,347	41
February, 1884, . . .	58,985	01	22,187	93	23,636	03	104,808	97
March, 1884, . . .	58,821	67	25,850	09	23,276	19	107,947	95
April, 1884, . . .	66,097	69	30,206	99	16,743	75	118,048	43
May, 1884, . . .	66,152	69	28,974	67	17,698	75	118,026	11
June, 1884, . . .	65,749	44	26,827	05	17,675	12	110,251	61
July, 1884, . . .	64,808	88	24,575	52	16,159	46	105,548	86
August, 1884, . . .	64,845	38	27,620	77	15,993	21	108,459	36
September, 1884, . . .	63,025	90	35,776	89	15,708	71	114,511	50
October, 1884, . . .	64,740	67	34,349	05	16,296	04	115,385	76
November, 1884, . . .	64,860	17	29,788	45	39,642	25	134,285	87
December, 1884, . . .	64,424	41	30,100	45	27,896	67	122,421	53
Total,	\$761,586	95	\$337,458	11	\$251,993	30	\$1,351,038	36

RECAPITULATION.

Total passenger earnings for the year,	\$4,133,729	17
Total freight earnings for the year,	9,858,816	46
Total earnings from all other sources,	1,351,038	36
Total earnings for the year,	\$14,343,583	99
Total receipts from all sources on whole length of line,	\$14,343,583	99
Proportion of earnings in Pennsylvania to earnings of whole line,	1,465,183	26

EXPENDITURES FOR OPERATING DURING THE YEAR.

Conducting Transportation.	Passenger.		Freight.		Total.	
Agents and labor at stations, . . .	\$528,544	85	\$1,359,115	36	\$1,887,660	21
Car service, . . .			328,911	68	328,911	68
Dispatchers, passenger train service, . . .	220,596	39			220,596	39
Dispatchers, freight train service, . . .			416,683	10	416,683	10
Expenses of stations, except labor, . . .	18,270	68	46,931	78	65,252	46
Foreign agencies and advertising, . . .	91,855	97	162,193	80	254,049	77
Insurance, passenger train supplies, . . .	21,115	71			21,115	71
Insurance, freight train supplies, . . .			3,578	08	3,578	08
Loss and damage to freight, property, and persons, . . .	29,178	18	68,082	41	97,260	59
Telegraph expenses, maintaining and operating, . . .	94,590	57	161,059	62	255,650	19
Rents, payable, . . .	66,761	34	22,253	75	89,015	09
Total,	\$1,070,913	69	\$2,568,859	58	\$3,639,773	27
Motive Power.						
Enginemen and firemen, passenger and freight, . . .	\$312,985	54	\$532,921	34	\$845,906	88
Fuel for locomotives, . . .	333,869	00	568,479	65	902,348	65
Locomotives, repairs of, . . .	183,705	45	321,369	27	510,014	72
Oil and waste for locomotives, . . .	27,760	61	47,268	07	75,028	68
Water, wood, and coal stations, expenses and repairs of, . . .	16,453	05	28,014	64	44,467	69
Totals,	\$879,773	65	\$1,497,992	97	\$2,377,766	62
Maintenance of Way.						
Repairs, buildings, and fixtures, . . .	\$40,587	47	\$104,367	79	\$144,955	26
Bridges, repairs of, . . .	40,485	49	63,934	74	109,420	23
Cross-ties, . . .	103,436	45	184,635	03	293,071	48
Fences, road crossings, and signs, . . .	16,895	36	43,445	20	60,340	56
Rails, steel, . . .	64,819	71	109,517	35	173,837	06
Road-bed and track, repairs of, labor and materials, . . .	277,732	50	472,895	90	750,628	40
Totals,	\$548,456	98	\$963,796	01	\$1,512,252	99

Maintenance of Cars.	Passenger.		Freight.		Total.	
Cars, repairs of freight,			\$399,185	56	\$399,185	56
Cars, repairs of passenger, baggage, express, and postal,	\$202,127	60			202,127	60
Totals,	\$202,127	60	\$399,185	56	\$601,313	16
General Expenses.						
Incidentals and legal expenses,	\$11,639	58	\$29,930	35	\$41,569	93
Salaries of president and other officers and clerks,	91,885	38	236,276	68	328,162	06
Stationery and blanks,	16,706	47	42,959	50	59,665	97
Taxes,	192,970	89	328,572	07	521,542	96
Contingencies,	8,812	91	22,661	78	31,474	66
Totals,	\$322,015	23	\$660,400	38	\$982,415	61

EARNINGS—Summary.

Passenger transportation, local,	\$3,822,859	41	} Total,	\$4,133,729	17
Passenger transportation, through,	811,869	76			
Freight transportation, local,	7,562,798	06	} Total,	9,358,816	46
Freight transportation, through,	1,796,018	40			
Mail service,	761,546	95	} Total,	1,099,045	06
Express service,	337,458	11			
Miscellaneous,				251,993	80
				\$14,843,583	99

EXPENSES—Summary.

	Passenger.		Freight.		Total.	
Conducting transportation,	\$1,070,913	69	\$2,568,859	58	\$3,639,773	27
Motive-power,	879,773	65	1,497,992	97	2,377,766	62
Maintenance of way,	548,456	98	983,796	01	1,532,252	99
Maintenance of cars,	202,127	60	399,185	56	601,313	16
General expenses,	322,015	23	660,400	38	982,415	61
Total operating expenses,					\$9,133,521	65
Total expenditures during the year,					\$9,133,521	65
Operating expenses, 61.53 per cent. of earnings.						
Earnings per mile of road operated,					\$11,074	41
Expenses per mile of road operated,					7,553	78
Net earnings,					5,710,062	84

ASSETS.

Lake Shore and Michigan Southern railway and branches, 864.87 miles,	\$36,700,000	00
Equipment: 551 locomotives, 16,927 cars,	17,300,000	00
Detroit, Monroe and Toledo railroad, 62.36 miles,	1,381,600	00
White Pigeon and Kalamazoo railroad, 36.57 miles,	610,000	00
Northern Central Michigan railroad, 61.14 miles,	1,357,000	00
Jamestown and Franklin railroad, 51 miles,	2,126,530	27
Chicago and Canada Southern railway stocks and bonds,	715,000	00
New York, Chicago and St. Louis railway stock,	6,527,000	00
Pittsburgh and Lake Erie railroad stock and scrip, (dividend,)	2,141,111	18
Cleveland, Lorain and Wheeling railroad stock,	717,000	00
Stocks of other companies,	2,046,840	14
Bonds of other companies,	136,180	00
Pacific Hotel Company, Chicago, stock and bonds,	428,212	50
General office property and other real estate,	365,779	61
Supplies, rails, fuel, &c.,	966,810	55
Cash,	218,681	62
Uncollected earnings,	1,249,858	63
Valley railway, Cleveland, (advances,)	277,987	86
	\$105,265,092	36
LIABILITIES.		
Capital stock, (\$533,500, ten per cent. guaranteed,)	\$50,000,000	00
Funded debt:		
Lake Shore and Michigan Southern railway, 864.87 miles,	46,192,000	00
Detroit, Monroe and Toledo railroad, 62.36 miles,	924,000	00
White Pigeon and Kalamazoo railroad, 36.57 miles,	600,000	00
December pay-rolls, vouchers, &c.,	2,975,160	88
Dividends paid February 1, 1885, (guaranteed stock,)	26,675	00
Income, or profit and loss,	4,547,256	53
	\$105,265,092	36

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. American pays \$168 per day for 24,000 pounds through freight, between Buffalo and Cleveland, and from ten cents to \$1 25 per 100 pounds for way. United States pays \$250 per day for 16 000 pounds through freight, between Cleveland and Chicago, and twenty-five cents to \$1 25 per 100 pounds for way.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. Red line, White line, Midland line, coöperative; Merchants' despatch, Empire line, stock companies.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? The railroads own the cars of the coöperative lines, and share in expenses *pro rata*. To the stock companies, railroads pay current rate of mileage on their cars, also, commission on the freight. No preference.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the

reasons therefor. All companies or individuals shipping like character or quantities of freight are treated alike, as regards rates, facilities, etc.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

SLEEPING CARS.

Names of owners of sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates. Sleeping and drawing-room cars owned by New York Central Sleeping Car Company. They put on cars at their own cost, and maintain the interior, receiving therefor the current rates for seats and berths.

U. S. MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service. Main line, twice daily each way, in postal cars. Branches, once, in baggage cars.

STOCKS AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue,

None.

Date and per cent. of all cash dividends on stock of original and consolidated companies: 1870, 8 per cent.; 1871, 8 per cent.; 1872, 8 per cent.; 1873, 4 per cent.; 1874, 3½ per cent.; 1875, 2 per cent.; 1876, 3½ per cent.; 1877, 2 per cent.; 1878, 4 per cent.; 1879, 6½ per cent.; 1880, 8 per cent.; 1881, 8 per cent.; 1882, 8 per cent.; 1883, 8 per cent.; 1884, 5 per cent., viz: May 1, 2 per cent.; August 1, 1½ per cent.; November 1, 1½ per cent.

Paid in dividends, { Interest on funded debt, and rental leased lines,	\$3,667,319	72
Cash,	2,526,675	00
Paid to sinking fund,	250,000	00
Balance for the year, deficit,	404,421	84
Surplus at commencement of the year,	4,951,678	87
Total surplus,	4,547,256	53
Surplus invested as follows:		
Cash and loans,	218,681	62
Balance of accounts due company,	1,527,846	49
Material, fuel, and stores,	966,310	55
Other items,	1,834,417	87

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,				1		1
Employees,		3		6		9
Others,			3	9	3	12
Total,		3	3	16	3	22

Lancaster and Reading Narrow-Gauge.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
A. H. Peacock, President,	Lancaster, Pa.
William Leaman, Secretary and Treasurer,	Lancaster, Pa.
<i>Directors.</i>	<i>Residences.</i>
A. H. Peacock,	Lancaster, Pa.
John D. Skiles,	Lancaster, Pa.
John R. Bitner,	Lancaster, Pa.
John Keller,	Lancaster, Pa.
Henry Carpenter,	Lancaster, Pa.
C. Geiger,	Lancaster, Pa.
B. F. Breneman,	Lancaster, Pa.
Amos Hollinger,	Lancaster, Pa.
William Leaman,	Lancaster, Pa.
George W. Hensel,	Quarryville, Pa.
C. M. Hess,	Quarryville, Pa.
Daniel D. Hess,	Quarryville, Pa.
Daniel Herr,	Refton, Pa.

<i>Main Line.</i>	Whole length in miles.	Length in Penn'a.
Length of main line, from Lancaster to Reading,	34	34
<i>Branches.</i>		
Quarryville branch, from Lancaster to Quarryville,	15½	15½

Lawrence.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
Louis H. Meyer, President,	New York city, N. Y.
John J. Haley, Secretary and Treasurer,	Pittsburgh, Pa.
General offices at Pittsburgh, Pa.	

<i>Directors.</i>	<i>Residences.</i>
Louis H. Meyer,	New York.
Charles W. Cass,	New York.
Charles Lanier,	New York.
J. N. McCullough,	Pittsburgh, Pa.
John B. Jackson,	Pittsburgh, Pa.
R. W. Cunningham,	New Castle, Pa.
John N. Hutchinson,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lawrence Junction, Pa., to Youngstown, Ohio,	17.98	9.863
Length of single main track,	17.98	9.863
Branches.		
Canfield branch, from Canfield Junction to Foster Coal Bank, length of road,	4.06	

ASSETS.

Construction,	\$830,183	95
Sinking fund,	48,690	26
Bond investment,	3,424	33
Lessee company, rent,	8,991	36
T. D. Messler, trustee,	164	74
Winslow, Lanier & Co.,	105	00
Cash account,	80,198	08
	\$916,752	72
LIABILITIES.		
Capital stock,	\$500,000	00
Mortgage bonds,	355,000	00
Commonwealth of Pennsylvania,	3,062	91
Sundry accounts,	696	00
Coupons unpaid,	70	00
Balance,	57,953	78
	\$916,752	72

*Lehigh Valley.**Year ending November 30, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Elisha P. Wilbur, President,	Bethlehem, Pa.
Charles Hartshorne, Vice-President,	Philadelphia, Pa.
John R. Fanshawe, Secretary,	Philadelphia, Pa.
William C. Alderson, Treasurer,	Philadelphia, Pa.
A. W. Stedman, Chief Engineer,	Mauch Chunk, Pa.
John Taylor, General Traffic Manager,	Mauch Chunk, Pa.
H. Stanley Goodwin, General Superintendent,	Bethlehem, Pa.
James I. Blaklee, Coal Branches Division Superintendent,	Mauch Chunk, Pa.
James Donnelly, New Jersey Division Superintendent,	Perth Amboy, N. J.
A. G. Brodhead, junior, Beaver Meadow Division Superintendent,	Mauch Chunk, Pa.
Alexander Mitchell, Wyoming Division Superintendent,	Wilkes-Barre, Pa.
General offices at No. 228 South Third street, Philadelphia, Pa.	

<i>Directors.</i>	<i>Residences.</i>
Charles Hartshorne,	Philadelphia, Pa.
William L. Conyngham,	Wilkes-Barre, Pa.
Ario Pardee,	Hazleton, Pa.
William A. Ingham,	Philadelphia, Pa.
George B. Markle,	Philadelphia, Pa.
Robert H. Sayre,	Bethlehem, Pa.
James I. Blakslee,	Mauch Chunk, Pa.
Joseph Patterson,	Philadelphia, Pa.
Garrett R. Linderman,	Bethlehem, Pa.
John R. Fell,	Philadelphia, Pa.
Robert A. Lamberton,	Bethlehem, Pa.
John B. Garrett,	Philadelphia, Pa.

CAPITAL STOCK.

Amount stock,	\$27,603,150		
Amount subscribed, scrip not yet converted,	5,495,950		
		\$33,099,100	00
Amount now paid in, { Common,	\$27,496,850		
Common scrip,	5,351,770		
Special or preferred,	106,300		
		\$2,954,920	00
Number of shares issued,	552,063		
Amount paid in on each share issued,		50	00
Par value of each share,		50	00

DEBT.

Funded Debt.			
First mortgage bonds, (due June 1, 1898, bear interest at 6 per cent., which is payable June 1 and December 1,) amount,	\$5,000,000		00
Second mortgage bonds, (due September 1, 1910, bear interest at 7 per cent., which is payable March 1 and September 1,) amount,	6,000,000		00
Consolidated mortgage bonds, (due, \$9,148,000, December 1, 1923; \$3,686,000, annually until December 1, 1897, \$352,000 perpetual; all bear interest at 6 per cent., which is payable June 1 and December 1,) amount,	18,686,000		00
Total amount of funded debt,	\$24,686,000		00
Unfunded Debt.			
Total amount of unfunded debt, less cash on hand,	None.		
Total amount of funded and unfunded debt,	\$24,686,000		00
Funded debt, as per last report,	\$24,854,000		
Decrease,	168,000		
Unfunded debt, as per last report,	None.		
Stock,	\$5,351,770		
Total cash realized from capital stock and debt, less decrease in funded debt,	168,000		
		\$5,183,770	

COST.

Total cost of roads owned to date,	\$23,833,974	02
Proportion of same for Pennsylvania,	\$14,663,230	78
Total cost of equipment owned,	\$12,942,580	65
Proportion of same for Pennsylvania,	12,942,580	65

CHARACTERISTICS OF ROAD.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Perth Amboy, N.J., to Wilkes-Barre, Pa.,	159.61	99.60
Length of single main track,	29.70	29.70
Length of second main track,	129.91	69.91
Branches.		
Beaver Meadow branch, from Penn Haven Junction to Audenreld and branches,	Length of road, 16.46 Length of single track, 6.05 Length of double track, 10.59	16.46 6.05 10.59
Hazleton branch, from Hazle Creek bridge to Tomhicken and branches,	Length of road, 33.05 Length of single track, 24.12 Length of double track, 8.93	33.05 24.12 8.93
Lehigh Luzerne branch, from Lumber Yard to Milnesville and branches,	Length of road, 18.98 Length of single track, 17.65 Length of double track, 1.33	18.98 17.65 1.33
Mahanoy branch, from Black Creek Junction to Mount Carmel and branches,	Length of road, 65.78 Length of single track, 34.77 Length of double track, 31.01	65.78 34.77 31.01
Clinton branch, from Landsdown, N. J., to Clinton, N. J.,	Length of road, 2.05 Length of single track, 2.05	2.05 2.05
Flemington branch, from Flemington Junction, N. J., to Flemington, N. J.,	Length of road, 1.91 Length of single track, 1.91	1.91 1.91
Paper-Mill branch, from Musconetcong N. J., to Warner paper-mill, N. J.,	Length of road, 1.95 Length of single track, 1.95	1.95 1.95
Slatedale branch, from Slatington to Slatedale,	Length of road, 4.06 Length of single track, 4.06	4.06 4.06
Bear Creek branch, from Bear Creek Junction to Meadow Run,	Length of road, 12.08 Length of single track, 12.08	12.08 12.08
Leased Roads.		
Pennsylvania and New York canal and railroad, from Wilkes-Barre to Lackawanna Junction,	Length of road, 9.60 Length of single track, 2.12 Length of double track, 7.48	9.60 2.12 7.48
Summary.		
Length of main line,	159.61	99.60
Length of branches owned by the company,	156.50	150.59
Length of leased roads,	9.60	9.60
Length of second track,	181.77	121.77
Length of sidings and other tracks not above enumerated,	299.36	221.68
Length of all tracks,	806.84	603.24

Gauge.

Gauge of lines, 4 ft. 8½ inches.

Track.	Whole length in miles.	Length in Penn'a.
Miles of track laid with steel rail on lines owned, leased, or operated,	598.87	463.23
Miles of track laid with iron rail on lines owned, leased, or operated,	207.97	140.01

Weight of rail per yard. { Steel, . . . 58, 65, 66, 67, and 76 lbs. per yard.
 { Iron, 58 and 66 lbs. per yard.

Telegraph Lines.

Length of lines in miles,	215.2
Length of lines in miles in Pennsylvania,	150.2
Number of miles of wire,	776.3
Number of miles of wire in Pennsylvania,	590.2

Bridges and Trestles.

Number of bridges and trestles on lines owned by the company,	60
Wooden bridges, number of, 15 ; aggregate length,	1,060 feet.
Stone bridges, number of, 6 ; aggregate length,	375 feet.
Iron bridges, number of, 35 ; aggregate length of,	5,860 feet.
Wooden and iron trestles, number of, 4 ; aggregate length,	1,132 feet.
Total length of bridges and trestles,	8,367 feet.

Crossings.

Railroads crossing, at grade, lines owned by the company in this Commonwealth: Branch of Lehigh and Susquehanna railroad, at Bethlehem; Catasauqua and Fogelsville railroad, at Catasauqua; Lehigh and Susquehanna railroad, at Penn Haven junction; Lehigh and Susquehanna railroad, at Sugar Notch; Lehigh and Susquehanna railroad, at South Wilkes-Barre; Lackawanna and Bloomsburg railroad, at Lackawanna junction.

Railroads crossing lines owned by the company, either over or under grade, in this Commonwealth: Branch of Lehigh and Susquehanna railroad, at Coplay; Lehigh and Susquehanna railroad, at East Mauch Chunk; Lehigh and Susquehanna railroad, at White Haven; Lehigh and Susquehanna railroad, at Bridge No. 28; Lehigh and Susquehanna railroad, at Fairview; Catawissa railroad, at Quakake.

Stations.

Number of stations on main line, passenger and freight, 69 ; in Pennsylvania,	49
Number of stations on branches, passenger and freight, 41 ; in Pennsylvania,	41
Number of stations on leased roads, passenger and freight, 5 ; in Pennsylvania,	5
Number of engine-houses and shops owned by the company, 11 ; in Pennsylvania,	10
Number of wood and water stations on main line, in Penn- sylvania,	23
Number of wood and water stations on branches, in Penn- sylvania,	20
Number of wood and water stations on leased roads, in Pennsylvania,	2
Number of tunnels on all lines owned by the company, in Pennsylvania,	2
Aggregate length of tunnels, in Pennsylvania,	3,412 feet.

Material of foundation upon which track is laid: Oak and chestnut cross-ties on stone, gravel, and cinder ballast.

Equipment.	Number.	Average cost of each.
Locomotives,	323	
Total passenger cars,	115	
Baggage, mail, and express cars,	54	
Freight cars, 8-wheel,	5,900	
Freight cars, 4-wheel, including coal,	33,870	
Total freight cars,	39,770	
Cars, roadway department, 8-wheel,	82	
Cars, roadway department, 4-wheel,	330	

Train-brake in use: Westinghouse automatic on all passenger trains; hand-brake on all other trains.

Average number of cars in passenger trains, including mail, express, and baggage cars, about,	5
Average number of cars in freight trains,	15 to 100
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	150
Average weight of freight trains, including locomotive and tender, in working order, in tons,	200 to 300

Employees.

Average number of persons regularly employed by company, including officials,	6,000
Same in Pennsylvania,	4,800

DOINGS OF THE YEAR.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	1,457,405
Number of miles run by freight trains,	1,669,082
Number of miles run by coal trains,	2,760,059
Number of passengers carried one mile,	35,294,518
Number of tons of freight carried one mile, including coal,	694,479,851.55
Gross amount of tonnage for the year, (2,000 pounds per ton,) including coal,	9,286,907.21
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20 to 25
Average rate of speed adopted by express trains, including stops, (miles per hour,)	35 to 40
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10 to 12

Amount of Freight, in Tons of 2,000 pounds.

Anthracite coal,	6,730,078.88	Stone,	86,456.04
Bituminous coal,	59,967.90	Live stock,	23,070.57
Petroleum and other oils,	246,299.61	Lumber,	162,411.17
Pig iron,	204,630.60	Other articles,	1,286,222.79
Railroad iron,	119,833.45		
Iron and other ores,	477,904.07	Total,	9,396,875.58

Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through and local freight, per ton per mile,	1.67 cents.
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EARNINGS FOR THE YEAR.—From Transportation of Passengers.

MONTHS.	THROUGH.			LOCAL.			TOTALS.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
December, 1883,	2,998	178,277½	181,275½	..	\$62,881.02
January, 1884,	2,448	185,224	187,672	..	50,269.71
February, 1884,	1,958½	187,868½	189,826½	..	52,427.75
March, 1884,	2,276½	187,189	189,465½	..	55,321.44
April, 1884,	2,046½	185,286	187,332½	..	50,783.61
May, 1884,	2,062	185,491½	187,553½	..	71,864.77
June, 1884,	3,817	185,921	189,738	..	64,581.15
July, 1884,	4,528	218,085	222,613	..	86,868.83
August, 1884,	4,211	251,461	255,672	..	91,833.76
September, 1884,	4,000	254,918½	258,918½	..	91,330.47
October, 1884,	2,476½	215,942	218,418½	..	80,627.65
November, 1884,	2,476½	184,748½	187,224½	..	62,966.71
Total,	38,869	2,220,397½	2,259,266½	..	\$835,106.90

The Rate of Fare for Passengers Charged for the Respective Classes per Mile.

For first-class through passengers, about two (2) cents; for first-class way passengers, about three (3) cents; for second-class through passengers, about two (2) cents.

From Transportation of Freight.

MONTHS.	COAL.			MERCHANDISE.			TOTALS.		
	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.
December, 1883,	..	\$487,623.84	\$124,357.00	\$622,015.84	..
January, 1884,	..	446,634.26	123,266.26	569,900.52	..
February, 1884,	..	415,378.67	126,366.37	541,745.04	..
March, 1884,	..	415,473.30	140,680.98	557,154.28	..
April, 1884,	..	629,596.18	148,147.96	778,144.14	..
May, 1884,	..	552,837.32	166,229.50	709,086.82	..
June, 1884,	..	399,825.71	143,974.11	543,799.82	..
July, 1884,	..	529,494.87	148,443.50	677,938.37	..
August, 1884,	..	715,993.67	161,011.23	877,004.95	..
September, 1884,	..	519,186.28	171,040.57	690,226.85	..
October, 1884,	..	592,790.06	171,186.85	763,976.91	..
November, 1884,	..	589,421.14	135,294.20	724,715.36	..
Total,	..	\$6,296,262.32	\$1,763,428.53	\$8,059,710.90	..

From all other Sources.

MONTHS.	Mails.		Express.		Total.	
December, 1883,	\$2,429	76	\$2,175	82	\$4,605	58
January, 1884,	2,429	76	1,271	05	3,700	81
February, 1884,	2,429	76	1,228	48	3,656	24
March, 1884,	2,429	76	1,248	96	3,678	72
April, 1884,	2,429	76	2,144	91	4,574	67
May, 1884,	2,429	76	2,256	48	4,686	24
June, 1884,	2,429	76	2,484	44	4,914	20
July, 1884,	2,429	76	2,568	17	4,997	93
August, 1884,	2,429	76	2,865	49	4,795	25
September, 1884,	2,432	40	2,608	73	5,041	13
October, 1884,	2,430	64	2,559	36	4,990	00
November, 1884,	2,430	64	2,817	94	4,748	58
Total,	\$29,161	52	\$25,227	88	\$54,889	85

RECAPITULATION.

Total passenger earnings for the year,	\$835,106	90
Total freight earnings for the year,	8,058,710	90
Total earnings from mails and express,	54,889	85

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE, AND EQUIPMENT DURING THE YEAR.

New passenger cars, number of, 10,	\$41,754	24
New freight and coal cars, (8-wheel,) number of, 3,588,	1,548,146	13
New coal cars, (4-wheel,) number of, 3,100,	444,012	71
New floating equipment other than "steamboats,"	38,902	17
Total,	\$2,072,315	25

EXPENDITURES FOR OPERATING DURING THE YEAR.

	Passenger.		Freight and Coal.		Total.	
Conducting Transportation.						
Advertising,	\$4,751	90			\$4,751	90
Agents and clerks,	14,047	94	\$38,795	69	47,843	63
Baggage masters,	24,554	37			24,554	37
Brakemen,	20,077	65	389,277	74	409,355	39
Conductors and train agents,	28,267	28	52,989	50	81,206	73
Dispatchers,			10,724	05	10,724	05
Docks, dredging, and cleaning,					9,153	59
Incidentals, rents, terminal charges, line expenses, &c.,	9,257	75	127,938	79	137,196	54
Loss and damage,					26,823	38
Stationery and printing,	6,944	39	14,255	13	21,199	52
Stations, repairs of, and furniture for,					49,648	69
Teaming and freight,					3,880	12
Wharves and landings, repairs of,					68,141	47
Wrecks, clearing,					7,906	79
Total,					\$902,381	17

Motive Power.					
Enginemmen and firemen, passenger,	\$80,145	43		\$80,145	43
Enginemmen and firemen, freight,			\$368,420	368,420	28
Engine-houses and machine-shop, &c., repairs of,				57,269	08
Fuel for locomotives,				635,304	53
Laborers and others,			94,275	94,275	97
Locomotives, repairs of,				546,826	45
Tools and machinery, repairs of,				3,584	45
Water, wood, and coal stations, expenses and repairs of,				22,428	45
Total,				\$1,788,254	64
Maintenance of Way & Buildings.					
Bridges, repairs of,				\$62,515	66
Cars, repairs of, (in M. of W. service,)				23,760	48
Engineers and firemen,				33,987	28
Cross-ties,				115,083	75
Expenses on property,				96,117	47
Foremen and laborers, tool and watch-houses, repairs of,				414,641	29
Oil,				4,982	29
Rails, steel, and splices,				195,482	03
Spikes and hardware, &c.,				18,775	50
Taxes on real estate for road, &c.,				22,714	86
Telegraph, repairs of,				64,793	31
Tools and repairs of tools, switches, and frogs,				58,178	82
Track, repairing,				180,825	87
Watchmen,				92,786	49
Total,				\$1,384,545	10
Maintenance of Cars.					
Car-shops and sheds, repairs of,				\$25,685	55
Cars, repairs of freight, &c.,			\$503,550	503,550	55
Cars, repairs of passenger, baggage, express, and postal,	\$239,731	01		239,731	01
Tools and repairs of tools,				51,036	48
Total,				\$820,008	59
General Expenses.					
Clerks,				\$67,108	22
Fuel and light,				21,165	24
Incidentals and legal expenses,				48,615	78
Office expenses, repairs, and furniture,				29,693	37
Salaries of president and other officers,				178,087	40
Stationery and blanks,				11,218	33
Total,				\$350,888	29

EARNINGS—Summary.

Passenger transportation, local,	} Total,	\$635,106	90
Passenger transportation, through,			
Freight transportation, local,	} Total,	8,058,710	90
Freight transportation, through,			
Mail service,	} Total,	54,389	35
Express service,		1,238,144	13
Miscellaneous,			
Total,		\$10,186,851	38

EXPENSES—Summary.

	Passenger.	Freight.	Total.	
Conducting transportation,			\$902,881	17
Motive power,			1,788,254	64
Maintenance of way and buildings,			1,384,545	10
Maintenance of cars,			820,093	59
General expenses,			350,888	29
Total operating expenses,			\$5,246,072	79
Expenditures charged to cost of road, real estate, and equipment, during the year,			2,072,815	25
Total expenditures during the year,			\$7,318,883	04
Net earnings,			\$4,940,278	49

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. Adams, in cars furnished by railroad company; Philadelphia and Reading, in cars furnished by themselves.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. Traders' Dispatch, Waverly line; Great Western Dispatch, South Shore line; Erie and Pacific Dispatch, Commercial Express, Empire line; American Refrigerator Transit Company, West Shore line; Swift & Co., Chicago Dressed Beef Refrigerator Company.

Do they use the cars of your company, or those furnished by themselves, and are their cars and freight given any preference in speed or order of transportation; and if so, in what particular? They use cars furnished by themselves, and their cars or their freight are not given any preference in speed or order of transportation.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor. No discriminations are made by our company in charges or facilities of transportation between transportation companies and individuals, nor in favor of either, by abatement, drawback, or otherwise.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? Our company does not make any preference in furnishing cars or motive power to persons desiring to ship freight over its road.

SLEEPING CARS.

Names of owners of sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates. "Pullman cars" are run on our road, we paying mileage

on them. Cars are owned and maintained by the "Pullman Company," who charge their regular rates in addition to regular passenger rates.

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue, None.

Date and per cent. of all cash dividends on stock: January 15, 1884, common, 2 per cent.; preferred, $2\frac{1}{2}$ per cent. April 15, 1884, common, 2 per cent.; preferred, $2\frac{1}{2}$ per cent. July 15, 1884, common, 2 per cent.; preferred, $2\frac{1}{2}$ per cent. October 15, 1884, common, 2 per cent.; preferred, $2\frac{1}{2}$ per cent.

Paid in dividends, (cash, \$2,210,378 00.) \$2,210,378 00

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.						
Employees,	22	20	22	20
Others,	23	25	23	25
Total,	45	45	45	45

Lehigh and Lackawanna.

Year ending December 31, 1884.

Officers.

F. C. Yarnall, President, Overbrook, Pa.
S. Shepherd, Secretary and Treasurer, Philadelphia, Pa.

General offices at Philadelphia, Pa.

Directors.

Residences.

Joseph S. Harris, Philadelphia, Pa.
E. W. Clark, Philadelphia, Pa.
Fisher Hazard, Mauch Chunk, Pa.
Edward Lewis, Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bethlehem to Chapman's,	15	15
Branches.		
Wind Gap branch, from Chapman's to { Length of road,	10	10
Wind Gap, { Length of single track,	10	10

ASSETS.

Lehigh and Lackawanna railroad construction account,	\$976,211	66
	\$976,211	66
LIABILITIES.		
Capital stock, 7,502 shares,	\$375,100	00
First mortgage bonds, due 1907,	100,000	00
Second mortgage bonds, due 1907,	500,000	00
Due the Lehigh Coal and Navigation Company,	1,111	66
	\$976,211	66

Lehigh and Susquehanna.

Year ending December 31, 1884.

Officers and directors same as the Lehigh Coal and Navigation Company. No separate organization or officers.

General offices at Philadelphia, Pa.

Lewisburg and Tyrone.

Year ending December 31, 1884.

Officers.

J. N. DuBarry, President, Philadelphia, Pa.
James R. McClure, Secretary and Treasurer, Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.

G. B. Roberts,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Eli Slifer,	Lewisburg, Pa.
James P. Coburn,	Aaronsburg, Pa.
S. C. Stewart,	Tyrone, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Tyrone to Fairbrook,	19.90	19.90
Length of main line, from Montandon to Oak Hall,	57.11	57.11
Length of single main track,	77.01	77.01
Branches.		
Scotia branch, from Fairbrook to Scotia, { Length of road,	5.26	5.26
{ Length of single track,	5.26	5.26
Juniata branch, from Juniata junction { Length of road,	2.08	2.08
to Juniata, { Length of single track,	2.08	2.08

*Ligonier Valley.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
S. H. Baker, President,	Latrobe, Pa.
R. M. Graham, Vice President,	Ligonier, Pa.
A. W. Mellon, Secretary and Treasurer,	Pittsburgh, Pa.
Hon. Thomas Mellon, General Solicitor,	Pittsburgh, Pa.
T. A. Mellon, Chief Engineer and General Manager,	Pittsburgh, Pa.
George Senft, General and Division Superintendent,	Ligonier, Pa.
<i>Directors.</i>	<i>Residences.</i>
R. M. Graham,	Ligonier, Pa.
N. M. Marker,	Ligonier, Pa.
W. H. Covode,	Ligonier, Pa.
W. D. McGowan,	Ligonier, Pa.
H. S. Denny,	Ligonier, Pa.
John Murdock,	Johnstown, Pa.
J. R. Mellon,	Pittsburgh, Pa.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Latrobe to Ligonier,	10.50	10.50
Length of single main track,	10.50	10.50

ASSETS.

Construction, equipment, and real estate,	\$205,918	81
LIABILITIES.		
Capital stock,	\$100,000	00
Mortgage payable,	43,484	62
Profit and loss,	50,910	75
Unfunded debt,	11,523	44
	\$205,918	81

*Littlestown.**Year ending November 30, 1884.*

<i>Officers.</i>	<i>Residences.</i>
William McSherry, President,	Littlestown, Pa.
John S. Young, Vice President,	Hanover, Pa.
George Stonesifer, Secretary and Treasurer,	Littlestown, Pa.
General offices at Littlestown, Adams county, Pa.	

<i>Directors.</i>	<i>Residences.</i>
Joseph L. Shorb,	Littlestown, Pa.
George Stonessifer,	Littlestown, Pa.
John S. Young,	Hanover, Pa.
George D. Klinefelter,	Hanover, Pa.
W. L. Small,	York, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Hanover, York county, Pa., to Penn- sylvania and Maryland State line,	9½	9½
Length of single main track,	9½	9½

ASSETS.

Construction,	\$115,616	00
Real estate,	2,000	00
	\$117,616	00
LIABILITIES.		
Capital stock,	\$34,850	00
Bonded debt,	40,000	00
Floating debt,	16,639	10
Profit and loss,	26,126	90
	\$117,616	00

*Little Saw Mill Run.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Jehu Haworth, President,	Pittsburgh, Pa.
C. S. Fetterman, Secretary,	Pittsburgh, Pa.
Jacob Henrici, Treasurer,	Economy, Pa.
C. S. Fetterman, General Solicitor,	Pittsburgh, Pa.
Thomas Hartley, General Manager,	Banksville, Pa.

<i>Directors.</i>	<i>Residences.</i>
Jacob Henrici,	Economy, Pa.
Jehu Haworth,	Pittsburgh, Pa.
Henry Hice,	Beaver, Pa.
John R. Neeld,	Banksville, Pa.
Edwin H. Stowe,	Allegheny City, Pa.
Casper Henning,	Economy, Pa.
George S. Carnahan,	Banksville, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh to Banksville,	3	3
Length of single main track,	3	3

ASSETS.

Real estate,	\$61,891	32
Construction,	123,409	33
Equipment,	76,726	14
Car rent,	80,755	00
Pittsburgh, Chartiers and Youghiogheny River railroad stock,	50,000	00
Current accounts,	9,666	65
Cash,	2,907	22
	\$405,355	66
LIABILITIES.		
Capital stock,	\$144,375	00
Mortgage bonds,	179,000	00
Profit and loss,	81,980	66
	\$405,355	66

*Little Schuylkill.**Year ending November 30, 1884.**Officers.*

Daniel R. Bennett, President,	Jenkintown, Pa.
Joseph Lapsley Wilson, Secretary and Treasurer,	Overbrook, Pa.

General offices at 410 Walnut street, Philadelphia.

*Directors.**Residences.*

*Joseph H. Trotter,	Philadelphia.
George W. Steever,	Philadelphia.
Charles D. Reed,	Philadelphia.
Carroll S. Tyson,	Philadelphia.
Henry Handy,	Philadelphia.
Thomas McKean,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Port Clinton to Tamanend, all single track,		28.2
Branches.		
Panther Creek branch, from Tamaqua to Greenwood, all single track,		1.5
Wabash Creek branch, from Tamaqua to Newkirk, all single track,		1.5
Leased Roads.		
East Mahanoy railroad, from East Mahanoy junction to Waste House run, all single track,		7.5

* Died September 10, 1884.

ASSETS.

Railroad and lands,	\$2,406,043	75
Stocks and bonds,	98,706	60
Cash, &c.,	115,094	83
	\$2,619,845	18
LIABILITIES.		
Capital stock,	\$2,487,850	00
Balances due, &c.,	10,321	62
Profit and loss,	121,673	56
	\$2,619,845	18

*Local Incline Plane.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Henry Stamm, President,	Pittsburgh, S. S.
T. A. Noble, Secretary,	Pittsburgh.
F. Bausman, Treasurer,	Pittsburgh.

General offices at Pittsburgh, McClintock Block.

<i>Directors.</i>	<i>Residences.</i>
Henry Stamm,	Mount Oliver, Pa.
Herman Heinrich,	Thirty-first ward, Pittsburgh, Pa.
W. W. Knox,	Knoxville borough, Pa.
F. Bausman,	Knoxville borough, Pa.
Martin Hunter, esquire,	Pittsburgh, Pa.
T. A. Noble,	Baldwin township, Allegheny county, Pa.

*Lykens Valley Railroad and Coal.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
William A. Nash, President,	Brooklyn, N. Y.
Frederick A. Platt, Secretary and Treasurer,	Brooklyn, N. Y.

General offices at 18 William street, New York.

<i>Directors.</i>	<i>Residences.</i>
Charles A. Thackston,	New York.
Edward Dunham,	Hastings-on-Hudson, N. Y.
Francis H. Tows,	New York.
William A. Nash,	Brooklyn, N. Y.
John W. Hoffman,	Philadelphia.
Frederick A. Platt,	Brooklyn N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Millersburg to Williamstown,	20	20
Branches.		
To Lykens Valley Coal and Short Mountain breaker branch, length of road,	?	?

ASSETS.

Construction account,	\$569,789	62
Depot at Millersburg,	4,012	85
Locomotives,	17,000	00
Shop, engine-house, &c.,	5,014	77
Cash,	10,669	27
	\$606,436	51
LIABILITIES.		
Capital stock,	\$600,000	00
Profit and loss,	6,436	51
	\$606,436	51

*Martin's Creek and Stroudsburg.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia, Pa.
Albert Hewson, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

<i>Directors, elected January 14, 1884.</i>	<i>Residences.</i>
R. D. Barclay,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
William A. Patton,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
Frank Thomson,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Montgomery county, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from a point on the line dividing States of New Jersey and Pennsylvania, near Martin's creek, in North- ampton county, Pa., to Stroudsburg, in Monroe county, Pa., .	40	40

*McKean and Buffalo.**Year ending September 30, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Archer N. Martin, President,	New York.
Franklin S. Buell, Secretary and Treasurer,	Buffalo, N. Y.
George S. Gatchell, General Superintendent,	Buffalo, N. Y.
W. L. Doyle, Auditor,	Buffalo, N. Y.
<i>Directors.</i>	<i>Residences.</i>
Isaac N. Seligman,	New York.
Theodore Seligman,	New York.
Archer N. Martin,	New York.
E. A. Rollins,	Philadelphia.
H. M. Sill,	Philadelphia.
H. B. Tyler,	Philadelphia.
C. H. Clarke,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Larabee to Clermont,	22.15	22.15
Length of single main track,	22.15	22.15

*Meadville and Linesville.**Eleven months ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
G. W. Delamater, President,	Meadville.
A. C. Huldekoper, Vice President,	Meadville.
H. L. Richmond, junior, Secretary,	Meadville.
V. M. Delamater, Treasurer,	Meadville.
H. L. Richmond, junior, General Solicitor,	Meadville.
John B. Peters, General Superintendent,	Meadville.
<i>Directors.</i>	<i>Residences.</i>
G. W. Delamater,	Meadville, Pa.
T. A. Delamater,	Meadville, Pa.
Lewis Walker,	Meadville, Pa.
A. C. Huldekoper,	Meadville, Pa.
W. S. McGunneagle,	Meadville, Pa.
D. S. Richmond,	Meadville, Pa.
H. L. Richmond, junior,	Meadville, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Meadville to Linesville,	20.5	20.5

*Mifflin and Centre County.**Year ending December 31, 1884.**Officers.*

J. N. DuBarry, President, Philadelphia, Pa.
 Albert Hewson, Secretary and Treasurer, Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

*Directors, elected February 19, 1884.**Residences.*

Alexander Biddle, Philadelphia, Pa.
 George W. Elder, Lewistown, Pa.
 John P. Green, Philadelphia, Pa.
 Samuel Maclay, Milroy, Pa.
 James H. Mann, Lewistown, Pa.
 Wistar Morris, Philadelphia, Pa.
 G. B. Roberts, Philadelphia, Pa.
 N. Parker Shortridge, Wynnewood, Montgomery county, Pa.
 Edmund Smith, Philadelphia, Pa.
 Henry D. Welsh, Philadelphia, Pa.
 J. Price Wetherill, Philadelphia, Pa.
 (Vacancy.)

Residences.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lewistown Junction to Milroy, . . .	12.31	12.31
Length of single main track,	12.31	12.31
Leased Roads.		
Lewistown and Tuscarora bridge over { Length of road.	0.12	0.12
Juniata river at Lewistown, { Length of single track,	0.12	0.12

*Mine Hill and Schuylkill Haven.**Year ending December 12, 1884.**Officers.*

William Biddle, President, Germantown.
 James G. McCollin, Secretary, Philadelphia.
 John W. Biddle, Treasurer, Philadelphia.
 Office, 220 South Fourth street, Philadelphia.

*Residences.**Directors.*

Frederick Fraley, Philadelphia.
 Samuel N. Bines, Philadelphia.
 John W. Biddle, Philadelphia.

Residences.

Benjamin H. Shoemaker,	Philadelphia.
William Hacker,	Philadelphia.
Alfred Jones,	Philadelphia.
Josiah Jones,	Philadelphia.
John M. George,	Philadelphia.
James G. McCollin,	Philadelphia.
Barclay R. Leeds,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Schuylkill Haven to Locust Gap, . .	42½	42½
Length of second main track,	24	24

ASSETS.

Construction account,	\$3,877,808	41
Contingent fund account,	42,100	61
Cash,	5,029	08
	<u>\$4,024,938</u>	<u>05</u>
LIABILITIES.		
Capital stock,	\$4,022,500	00
Unpaid dividends,	2,485	00
Philadelphia and Reading Railroad Company,	3	05
	<u>\$4,024,988</u>	<u>05</u>

Mill Creek and Mine Hill.

Year ending December 31, 1884.

Officers.	Residences.
George deB. Keim, President,	Philadelphia.
P. C. Hollis, Secretary and Treasurer,	Philadelphia.

General offices at 407 Library street, Philadelphia.

Directors.	Residences.
J. B. Lippincott,	Philadelphia.
Henry Lewis,	Philadelphia.
E. C. Knight,	Philadelphia.
J. B. Altemus,	Philadelphia.
A. Hewson,	Philadelphia.
L. V. Williamson,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Mill Creek Junction to New Castle, .	3.80	3.80
Length of single main track,	3.80	3.80
Branches.		
North America branch, from Mill Creek { Length of road,60	.60
to lower end of St. Clair, { Length of single track,60	.60
Crow Hollow branch, from Mill Creek { Length of road,	1.30	1.30
to Colliery No. 12, { Length of single track,	1.30	1.30
Jones branch, from Mill Creek to Col- { Length of road,	1.07	1.07
liery, St. Clair, { Length of single track,	1.07	1.07
Johns branch, from St. Clair to St. { Length of road,50	.50
Clair, { Length of single track,50	.50
ASSETS.		
Railroad,	\$321,632	02
Real estate,	1,412	98
Philadelphia and Reading rental tax,	17,308	44
Cash,	2,625	68
	\$342,979	12
LIABILITIES.		
Capital stock,	\$323,375	00
Dividends unpaid,	43	76
State tax,	1,616	87
Revenue account,	17,943	50
	\$342,979	12

Mont Alto.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
Thomas B. Kennedy, President,	Chambersburg, Pa.
Edward B. Wiestling, Secretary and Treasurer,	Mont Alto, Pa.
Kennedy & Stewart, General Solicitors,	Chambersburg, Pa.
George B. Wiestling, Chief Engineer, General Manager, and General Superintendent,	Mont Alto, Pa.

General offices at Mont Alto, Franklin county, Pa.

<i>Directors.</i>	<i>Residences.</i>
Thomas B. Kennedy,	Chambersburg, Pa.
George B. Wiestling,	Mont Alto, Pa.
John Stewart,	Chambersburg, Pa.
Chauncey Ives,	Chambersburg, Pa.
W. J. Barr,	Philadelphia, Pa.
E. P. Dwight,	Philadelphia, Pa.
D. O. Gehr, (since died,)	Chambersburg, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from junction with Cumberland Valley to Waynesboro', Pa.,	17.875	17.875

ASSETS.

In the re-organization of the company, incident to the extension of the road to Waynesboro', Pa., it was arranged that the cost of extension should not be at the expense of an increase of stocks or bonds, or other indebtedness; in other words, the line when done was to be inventoried at	\$235,000	00
While the actual cost of the whole line, as far as completed, is \$342,134 25, it is still represented by		
Stocks,	\$110,000	
Bonds,	125,000	
	\$235,000	00
LIABILITIES.		
Capital stock,	\$110,000	00
Funded debt,	125,000	00
	\$125,000	00

Montour.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
William McCreery, President,	Allegheny City, Pa.
W. M. Short, Secretary and Treasurer,	Pittsburgh, Pa.
W. B. Rodgers, General Solicitor,	Allegheny City, Pa.
C. A. Cooper, Chief Engineer,	Pittsburgh, Pa.
C. R. Brown, General Superintendent,	Imperial, Pa.

General offices at Imperial, Allegheny county, Pa.

<i>Directors.</i>	<i>Residences.</i>
William McCreery,	Allegheny City, Pa.
John A. Caughey,	Allegheny City, Pa.
W. B. Rodgers,	Allegheny City, Pa.
George A. Berry,	Pittsburgh, Pa.
W. C. Andrews,	New York, N. Y.
W. M. Short,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Ohio river to Imperial, Pa.,	11	11
Length of single main track,	11	11

*Montrose.**Year ending November 30, 1884.*

<i>Officers.</i>	<i>Residences.</i>
James I. Blakslee, President,	Mauch Chunk, Pa.
J. R. Raynsford, Secretary,	Montrose, Pa.
Asa P. Blakslee, Acting Treasurer,	Mauch Chunk, Pa.
William H. Jessup, General Solicitor,	Montrose, Pa.
Felix Anshart, Chief Engineer,	Tunkhannock, Pa.
T. G. Walter, Division Superintendent,	Tunkhannock, Pa.
<i>Directors.</i>	<i>Residences.</i>
Robert Klotz,	Mauch Chunk, Pa.
Charles O. Skeer,	Mauch Chunk, Pa.
S. D. Thomas,	Springville, Pa.
H. D. Sherman,	Springville, Pa.
C. M. Gere,	Montrose, Pa.
William J. Mulford,	Montrose, Pa.
Samuel H. Sayre,	Montrose, Pa.
John S. Tarbell,	Montrose, Pa.
Sylvanus Tyler,	Dimock, Pa.
B. F. Blakalee,	Lynn, Pa.
Paul Billings,	Tunkhannock, Pa.
C. D. Gearhart,	Tunkhannock, Pa.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Montrose to Tunkhannock,	28	28

ASSETS.

Construction,	\$332,741	18
Equipment,	41,308	13
Ledger balance due from Lackawanna Valley Railroad Company,	2,339	06
Ledger balance due from W. H. Cooper's estate,	1,388	00
Cash on hand November 30, 1884,	4,018	86
	\$381,789	73
LIABILITIES.		
Capital stock, full paid,	\$304,900	00
Capital stock, part paid,	2,465	85
Funded debt,	20,000	00
Profit and loss,	54,423	88
	\$381,789	73

*Monongahela Inclined Plane.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Samuel Harper, President,	Pittsburgh, Pa.
John L. Aul, Secretary and Treasurer,	Pittsburgh, Pa.
General offices at Pittsburgh, Pa.	

<i>Directors.</i>	<i>Residences.</i>
William M. Lyon,	Pittsburgh, Pa.
Joseph M. Bailey,	Pittsburgh, Pa.
Withrow Douglass,	Pittsburgh, Pa.
John S. McMillin,	Pittsburgh, Pa.
George W. Beltzhoover,	Pittsburgh, Pa.
William Halpin,	Pittsburgh, Pa.
John L. Awt,	Pittsburgh, Pa.

<i>Main Line.</i>	<i>Whole length in feet.</i>	<i>Length in Penn'a.</i>
Length of passenger plane,	640	
Length of freight plane,	640	
Both double track.		

ASSETS.

Construction,	\$211,158	20
Real estate,	26,508	28
Improvement,	5,234	44
Repair,	6,621	47
Cash,	3,158	29
	\$252,675	68
LIABILITIES.		
Capital stock,	\$100,000	00
Funded debt,	100,000	00
Bills payable,	52,660	62
Surplus,	20,015	01
	\$252,675	68

*Mount Carbon and Port Carbon.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
George deB. Keim, President,	Philadelphia.
P. C. Hollis, Secretary and Treasurer,	Philadelphia.
General offices at 407 Library street, Philadelphia.	

<i>Directors.</i>	<i>Residences.</i>
J. B. Lippincott,	Philadelphia.
Henry Lewis,	Philadelphia.
E. C. Knight,	Philadelphia.
J. B. Altemus,	Philadelphia.
A. Hewson,	Philadelphia.
I. V. Williamson,	Philadelphia.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Mount Carbon to Port Carbon,	2.50	2.50
Length of single main track,	None.	
Length of second main track,	2.50	2.50

ASSETS.

Railroad,	\$261,186	30
Real estate,	21,629	15
Cash,	2,029	61
	\$284,845	06
LIABILITIES.		
Capital stock,	\$282,350	00
State tax,	1,694	10
Unpaid dividends,	11	25
Retentive account,	789	71
	\$284,845	06

*Mt. Oliver Incline.**Year ending December 31, 1884.**Officers.*

C. J. Schultz, President,	<i>Residences.</i> Pittsburgh, S. S., Pa.
John P. Beech, Secretary and Treasurer,	Pittsburgh, Pa.

Directors.

C. J. Shultz,	<i>Residences.</i> Pittsburgh, Pa.
John P. Beech,	Pittsburgh, Pa.
Joseph Keeling,	Pittsburgh, Pa.
Peter Habermann,	Pittsburgh, Pa.
John Nusser,	Pittsburgh, Pa.
Ferdinand Berry,	Pittsburgh, Pa.
Frederick Hampe,	Pittsburgh, Pa.

Main Line.	Whole length in feet.	Length in Penn'a.
Length of main line, from lower to upper station,	1,600	All

ASSETS.

To cost of plane,	\$37,715	53
To cash on hand,	2,654	32
	\$90,369	85
LIABILITIES.		
By capital stock paid in,	\$31,616	00
By bonds and mortgage,	45,000	00
By surplus fund,	13,753	85
	\$90,369	85

Report for the Year Ending December 31, 1884.

To wages paid,	\$4,978	15
To expenses and repairs,	17,524	61
To interest,	3,378	00
To dividend,	3,161	60
To bonds and mortgage,	200	00
To surplus fund,	981	64
	\$80,224	00
By rents received,	\$50	00
By earnings,	30,174	00
	\$80,224	00

Mt. Pleasant and Broadford.

Year ending September 30, 1884.

<i>Officers.</i>	<i>Residences.</i>
J. B. Washington, President,	Pittsburgh, Pa.
Welty McCulloch, Secretary and Treasurer,	Greensburg, Pa.
General offices at Pittsburgh, Pa.	
<i>Directors.</i>	<i>Residences.</i>
Robert Garrett,	Baltimore, Md.
Samuel Spencer,	Baltimore, Md.
Mendes Cohen,	Baltimore, Md.
Johns McCleave,	Pittsburgh, Pa.
Charles L. Fitzhugh,	Pittsburgh, Pa.
James B. Caven,	Pittsburgh, Pa.
William S. Bissell,	Pittsburgh, Pa.
H. S. Burgess,	Pittsburgh, Pa.
John B. Jackson,	Pittsburgh, Pa.
James B. D. Meeds,	Pittsburgh, Pa.
A. R. Banning,	Connellsville, Pa.
O. P. Shupe,	Mt. Pleasant, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Broadford to Standard,	10	10
Length of single main track,	10	10

ASSETS.

Construction,	\$201,669	69
Due from other corporations and individuals,	427,672	27
	\$629,341	96
LIABILITIES.		
Stock,	\$150,500	00
Profit and loss,	478,841	96
	\$629,341	96

*Mt. Pleasant and Latrobe.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
H. C. Frick, President,	Pittsburgh, Pa.
G. B. Bosworth, Secretary,	Pittsburgh, Pa.
Walton Ferguson, Treasurer,	Pittsburgh, Pa.
W. F. McCook, General Solidtor,	Pittsburgh, Pa.
General offices at 104 Fifth avenue, Pittsburgh, Pa.	

<i>Directors.</i>	<i>Residences.</i>
H. C. Frick,	Pittsburgh, Pa.
E. M. Ferguson,	Pittsburgh, Pa.
Walton Ferguson,	Pittsburgh, Pa.
W. F. McCook,	Pittsburgh, Pa.
Isaac S. VanVoorhis,	Pittsburgh, Pa.
G. B. Bosworth,	Pittsburgh, Pa.

*New Brighton and New Castle.**Five months ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Thomas D. Messler, President,	Pittsburgh, Pa.
S. B. Liggett, Secretary,	Pittsburgh, Pa.
John E. Davidson, Treasurer,	Pittsburgh, Pa.
General offices at Pittsburgh, Pa.	

<i>Directors.</i>	<i>Residences.</i>
Thomas D. Messler,	Pittsburgh, Pa.
J. N. McCullough,	Pittsburgh, Pa.
William Thaw,	Pittsburgh, Pa.
John W. Renner,	Pittsburgh, Pa.
William Mullins,	Pittsburgh, Pa.
William Stewart,	Pittsburgh, Pa.
J. J. Brooks,	Pittsburgh, Pa.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Kenwood to Wampum Junction, . .	12.54	12.54
Length of single main track,	12.54	12.54

ASSETS.

Cost of road to December 31, 1884,	\$570,399	04
Due by Pennsylvania company, lessee,	23,327	82
	<hr/> \$593,726	<hr/> 86
LIABILITIES.		
Capital stock,	\$250,000	00
Due Pennsylvania Company for cash advanced,	320,399	04
Surplus, to December 31, 1884,	23,327	82
	<hr/> \$593,726	<hr/> 86

*Newry.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Joseph Fichtner, President,	Newry, Pa.
Albert Hewson, Secretary and Treasurer,	Philadelphia, Pa.
General offices at 233 South Fourth street, Philadelphia, Pa.	

<i>Directors, elected January 14, 1884.</i>	<i>Residences.</i>
J. N. DuBarry,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Adam Hoover,	Newry, Pa.
Wistar Morris,	Philadelphia, Pa.
Alexander Knox,	Newry, Pa.
Francis McCoy,	Newry, Pa.
Henry McIntosh,	Newry, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. Parker Shortridge,	Wynnewood, Montgomery co., Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. Price Wetherill,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from junction New Portage railroad to Newry,	1	1
Length of single main track,	1	1

*New Castle and Beaver Valley.**Year ending December, 1884.*

<i>Officers.</i>	<i>Residences.</i>
A. L. Crawford, President,	New Castle, Pa.
J. A. Crawford, Secretary and Treasurer,	New Castle, Pa.
General offices at New Castle, Lawrence county, Pa.	

<i>Directors.</i>	<i>Residences.</i>
William L. Scott,	Erie, Pa.
R. W. Cunningham,	New Castle, Pa.
William Patterson,	New Castle, Pa.
G. W. Crawford,	New Castle, Pa.
William Harbaugh,	Sewickley, Pa.
L. H. Meyer,	New York, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from New Castle to Homewood,	14.98	14.98
Length of single main track,	14.98	14.98

ASSETS.

Construction,	\$873,164	49
Accounts receivable,	12,500	58
Cash in bank,	49,812	33
	\$935,477	40
LIABILITIES.		
Capital stock,	\$700,000	00
Income under lease,	237,977	29
Accounts payable,	7,500	11
	\$935,477	40

*New Castle and Butler.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
O. H. P. Green, President,	New Castle, Lawrence co., Pa.
George W. Johnson, Secretary,	New Castle, Lawrence co., Pa.
M. S. Marquis, Treasurer,	New Castle, Lawrence co., Pa.
General offices at New Castle, Lawrence county, Pa.	

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Raney & Bergerfee to limestone quar- ries,	2	2

New Castle Railroad and Mining.

Year ending December 31, 1884

<i>Officers.</i>	<i>Residences.</i>
Joshua Rhodes, President,	Pittsburgh, Pa.
George Pearson, Vice President,	New Castle, Pa.
T. F. Stryker, Secretary and Treasurer,	New Castle, Pa.
General office at New Castle, Lawrence county, Pa.	

<i>Directors.</i>	<i>Residences.</i>
Joshua Rhodes,	Pittsburgh, Pa.
George Pearson,	New Castle, Pa.
T. F. Stryker,	New Castle, Pa.
Frederick Pearson,	New Castle, Pa.
William Latshaw,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from New Castle to coal mines,	5½	5½
Length of single main track,	5½	5½

New Haven and Youghiogheny.

Year ending September 30, 1884.

<i>Officers.</i>	<i>Residences.</i>
Thomas M. King, President,	Pittsburgh, Pa.
J. B. Washington, Secretary,	Pittsburgh, Pa.
W. H. Ijams, Treasurer,	Baltimore, Md.
General offices at Pittsburgh, Pa.	

<i>Directors.</i>	<i>Residences.</i>
J. B. Washington,	Pittsburgh, Pa.
Welty McCullogh,	Greensburg, Pa.
H. S. Burgess,	Pittsburgh, Pa.
J. B. Caven,	Pittsburgh, Pa.
Johns McCleave,	Pittsburgh, Pa.
John D. Scully,	Pittsburgh, Pa.

ASSETS.

LIABILITIES.

Capital stock,	\$50,000,000	00
Funded debt,	20,046,000	00
Bills payable,	2,850,000	00
Accounts payable,	617,444	00
Due other companies,	106,637	28
Interest coupons, matured but not presented,	457,220	00
Interest on funded debt, accrued but not due,	165,920	00
Miscellaneous liabilities,	84,666	12
	\$74,277,887	88

*New York, Pennsylvania and Ohio.**Year ending September 30, 1884.**Officers.*

Jarvis M. Adams, President,	Cleveland, Ohio.
John Tod, Vice President,	Cleveland, Ohio.
Thomas Warnock, Secretary,	Cleveland, Ohio.
F. E. Rittman, Treasurer,	Cleveland, Ohio.
Adams & Russell, General Solicitors,	Cleveland, Ohio.

General offices at Cleveland, Ohio.

*Directors.**Residences.*

Jarvis M. Adams,	Cleveland, Ohio.
John Tod,	Cleveland, Ohio.
E. R. Perkins,	Cleveland, Ohio.
S. L. Mather,	Cleveland, Ohio.
W. J. McKinnie,	Cleveland, Ohio.
J. M. Ferris,	Cleveland, Ohio.
C. C. Waite,	Cincinnati, Ohio.
W. W. Scarborough,	Cincinnati, Ohio.
S. M. Felton, junior,	Cleveland, Ohio.
W. W. MacFarland,	New York.
W. H. Upson,	Akron, Ohio.
H. B. Perkins,	Warren, Ohio.
George Boyce,	Sharon, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Salamanca, N. Y., to Dayton, Ohio,	388.036	92.420
Length of single main track,	388.036	92.420
Branches.		
Franklin branch, from junction near Meadville, to Oil City, Pa., length of single track,	33.780	33.780
Silver Creek Branch, from near Wadsworth to Silver Creek, Ohio, length of single track,	2.650	

Leased Roads.		
Cleveland and Mahoning railroad, from Cleveland to State line of Pennsylvania, length of single track,	80.810	
Niles and New Lisbon railway, from Niles to ore mines south of New Lisbon, Ohio, length of single track, .	86.053	
Liberty and Vienna railroad, from junction with C. & M. R., to Vienna, Ohio, length of single track,	8.033	
Westerman railroad, from State line of Pennsylvania to Sharon, Pa., length of single track,	2.092	2.092
Sharon railway, from Middlesex to New York, Pennsylvania and Ohio main line, length of single track,	14.578	14.578
Youngstown and Austintown railroad, from Youngstown to Leadville coal mines, length of single track,	8.870	

ASSETS.		
Cost of property purchased,	\$139,854,709	92
New construction,	482,491	05
Additions,	348,964	15
Stock of Sharon railway,	177,395	00
Capital in Mansfield stock yards,	400	00
Cash on hand,	5,443	47
Due by companies and individuals,	785,610	40
	\$141,655,003	99
LIABILITIES.		
Common stock,	\$34,999,350	00
Preferred stock,	10,000,000	00
Prior lien bonds,	8,000,000	00
First mortgage bonds,	41,457,000	00
Second mortgage bonds,	14,500,000	00
Third mortgage bonds,	80,000,000	00
Deferred warrants,	1,498,920	00
Special fund for additions,	348,964	15
Unfunded debt,	664,978	30
Surplus,	185,801	54
	\$141,655,003	99

New York, Lake Erie and Western Coal.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
J. K. P. Hall, President,	Ridgway, Pa.
Augustus R. Macdonough, Secretary,	New York city.
Edward White, Treasurer,	Brooklyn, N. Y.
William B. Coffin, Division Superintendent,	Hornellsville, N. Y.
General offices at Scranton, Pa.	

<i>Directors.</i>	<i>Residences.</i>
J. K. P. Hall,	Ridgway, Pa.
E. K. Kane,	Kane, Pa.
Harry G. Clay,	Philadelphia, Pa.
J. Lowber Welsh,	Philadelphia, Pa.
E. S. Bowen,	New York city.
John King,	New York city.
A. R. Macdonough,	New York city.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Crawford junction to Johnsonburg, .	29.92	29.92
Length of single main track,	29.92	29.92
Branches.		
Alton Loop branch, from Alton to { Length of road,	1.12	1.12
Riderville, { Length of single track, .	1.12	1.12
Bucktail branch, from Russell to Buck- { Length of road,	2.88	2.88
tail mines, { Length of single track, .	2.88	2.88
Toby branch, from Brockwayville to { Length of road,	12.65	12.65
Toby mines, { Length of single track, .	12.65	12.65
Dagus branch, from Dagus mines to { Length of road,	5.09	5.09
Daguscachonda, { Length of single track, .	5.09	5.09

ASSETS.

Cost of road,	\$1,961,947	67
Real estate,	511,390	31
Roberts lot spur,	8,679	08
New York, Lake Erie and Western Railroad Company advances, . .	1,104,928	90
North-Western Mining and Exchange Company,	80,498	59
Cash on hand December 31, 1884,	4,818	27
Rochester and Pittsburgh Railroad Company,	24,900	00
Profit and loss,	144,837	59
	\$3,841,495	41
LIABILITIES.		
Capital stock,	\$500,000	00
Mortgage bonds,	3,000,000	00
Mortgages on real estate,	89,218	56
Vouchers audited,	7,709	71
Unclaimed wages,	605	06
Accrued interest on funded debt,	37,500	00
Accrued interest on mortgages—real estate,	16,372	60
Pennsylvania Railroad Company,	175	69
Bills payable,	941	12
New York, Lake Erie and Western Railroad Company—general account,	188,977	67
	\$3,841,495	41

*New York, Ridgway and Pittsburgh.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
C. R. Earley, President,	Ridgway, Pa.
L. Rogers, Secretary,	Smethport, Pa.
J. H. Kershaw, Treasurer,	Philadelphia, Pa.
Lucore & Earley, General Solicitors,	Ridgway, Pa.
John Morgan, Chief Engineer,	Ridgway, Pa.
S. A. Rate, Assistant Secretary,	Ridgway, Pa.

General offices at 58 South Third street, Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
C. R. Earley,	Ridgway, Pa.
A. G. Curtin,	Bellefonte, Pa.
William M. Stewart,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.
J. H. Kershaw,	Philadelphia, Pa.
George Bull,	Philadelphia, Pa.
L. Rogers,	Smethport, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from State Line New York and Pennsylvania to connection with low-grade division Allegheny Valley railroad, surveyed, &c.,	80	80
Branches.		
Clarion River branch, surveyed, &c., length of road,	20	20
Toby branch, length of road,	10	10

New York, Pittsburgh and Chicago.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
James S. Negley, President,	Pittsburgh, Pa.
Thomas P. Simpson, Vice President,	New York city, N. Y.
James S. Negley, junior, Secretary,	Pittsburgh, Pa.
William N. Riddle, Treasurer,	Pittsburgh, Pa.
George W. Dixon, Superintendent,	New Galilee, Pa.
General offices at Pittsburgh, Allegheny county, Pa.	

<i>Directors.</i>	<i>Residences.</i>
W. S. Gurnee,	New York city, N. Y.
H. T. Hanna,	Pittsburgh, Pa.
H. E. Collins,	Pittsburgh, Pa.
D. W. C. Carroll,	Pittsburgh, Pa.
William E. Schmertz,	Pittsburgh, Pa.
William N. Riddle,	Pittsburgh, Pa.
I. F. Mansfield,	Cannelton, Pa.
James S. Negley, junior,	Pittsburgh, Pa.
Henry Cassell,	Fredericktown, Ohio.
Hon. James S. Robinson,	Kenton, Ohio.
Thomas P. Simpson,	New York city, N. Y.
Charles Siedler,	New York city, N. Y.
D. Lord, junior,	New York city, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Cannelton junction, Pa., to Rogersville, Ohio,	10	4

*New York, Lake Erie and Western.**Year ending September 30, 1884.*

<i>Officers.</i>	<i>Official Address.</i>
Hugh J. Jewett, President,	P. O. Box 839, New York city.
George R. Blanchard, Vice President,	P. O. Box 839, New York city.
Edmund S. Bowen, Vice President,	P. O. Box 839, New York city.
Augustus R. Maodonough, Secretary,	P. O. Box 839, New York city.
Bird W. Spencer, Treasurer,	P. O. Box 839, New York city.
Stephen Little, Comptroller,	P. O. Box 839, New York city.
Benjamin Thomas, General Superintendent,	P. O. Box 839, New York city.

<i>Directors.</i>	<i>Residences.</i>
Charles Dana,	105 East Eighteenth street.
F. N. Drake,	Corning, New York.
Harrison Durkee,	714 Fifth avenue.
R. Suydam Grant,	11 Gramercy Park.
James J. Goodwin,	45 West Thirty-fourth street.
Solomon S. Guthrie,	Buffalo, New York.
Hugh J. Jewett,	289 Madison avenue.
John Taylor Johnson,	8 Fifth avenue.
Cortland Parker,	Newark, New Jersey.
John Frederick Pierson,	318 Madison avenue.
Homer Ramsdell,	Newburgh, New York.
Jacob H. Schiff,	35 West Fifty-seventh street.
William L. Strong,	25 West Thirtieth street.
J. Lowber Welsh,	Philadelphia, Pa.

CHARACTERISTICS OF ROAD.

	Length in miles in this State.*	Length in miles out of this State.†	Total length in miles.
Main line of road, from Jersey City, New Jersey, to Dunkirk, New York,	387.792	72.237	460.029
Main line laid,	387.792	72.237	460.029
Branches owned, (built,)	96.548		96.548
Lines leased, (built) or operated,	343.692	128.557	472.449
Total main line (laid,) branches owned, and lines leased or operated,	828.232	200.794	1,029.026
Second track on main line,	265.889	69.975	335.864
Second track on branches owned, or lines leased or operated,	95.553	14.660	110.013
Total second track,	361.242	84.635	445.877
Third track on main line, reduced to single track, . .	220.133	38.080	258.213
Third rail on branches owned, or on lines leased or operated, reduced to single track,		24.078	24.078
Total third and fourth tracks,	220.133	62.158	282.291
Sidings and turnouts on main line,	202.656	97.598	300.254
Sidings and turnouts on branches owned and on lines leased or operated,	184.245	73.081	257.326
Total sidings,	386.901	170.679	557.580
Aggregate of all tracks on main line, branches owned, and lines leased or operated, including all sidings and turnouts, being the aggregate of items 32, 35, 38, and 41,	1,796.508	518.266	2,314.774

* New York.

† In New Jersey and Pennsylvania.

CONDENSED BALANCE SHEET, SEPTEMBER 30, 1893, AND SEPTEMBER 30, 1894.

DR.

ACCOUNTS.	1893.		1894.		Increase.		Decrease.	
Construction, main line,	\$4,737,102	46	\$4,848,987	44	\$111,884	98		
Third rail,	1,178,448	89	1,191,080	85	12,641	96		
Equipment,	2,315,190	29	4,058,720	94	1,743,530	65		
Real estate,	612,489	12	588,261	62			\$29,227	50
Construction, branch lines,	443,258	48	560,521	34	117,262	86		
New York, Pennsylvania and Ohio Railroad Company, construction,	46,749	05					46,749	05
Elevator at Buffalo,	211,367	16	305,592	80	94,225	64		
Ship basin and docks, Jersey City,	214,538	77	214,538	77				
Lehigh docks, Buffalo,	126,713	73	187,983	72	11,250	00		
Weehawken docks, construction,	40,508	19	40,508	19				
Erie coal docks, Buffalo,	153,344	52	158,344	52	5,000	00		
New York and Fort Lee railroad,	25,346	45	25,346	45				
Improvements at Union stock-yards, Fortieth street, New York city,	31,565	92	31,565	92				
Flagg's railway gate,	3,500	00	3,500	00				
New York, Pennsylvania and Ohio Railroad Company, for permanent improvements under the lease			93,229	05	93,229	05		
Amounts paid on account of equipment,	3,800,306	17	3,532,347	50			267,958	67
Stocks of other companies,	2,909,652	16	2,985,315	49	75,663	33		
Bonds of other companies,	233,819	60	293,819	60				
Amounts due by agents, other companies, and individuals on current accounts,								
New York, Lake Erie and Western Coal and Railroad Company, advances,	3,284,783	77	2,888,053	63			596,730	14
New York, Lake Erie and Western Docks and Improvement Company, advances,	1,724,547	48	1,916,908	81	192,451	33		
Chicago and Atlantic Railway Company, advances,	427,623	59	434,649	28				
Chicago and Atlantic Railway Company, for its notes indorsed by this company,	1,254,249	76	619,186	58	7,025	69	685,113	18
Advances to other companies,			1,066,225	93	1,066,225	93		
Materials and supplies on hand at shops and on road,	1,014,068	00	1,174,243	90	160,175	90		
Cash on hand,	1,586,228	83	887,898	72			698,330	21
Cash in London to pay coupons,	322,459	57	340,485	28	18,025	71		
Bills receivable,	10,900	20	14,630	54	3,730	34		
Marine National Bank,	34,668	69	59,647	08	24,980	39		
Discount on common stock,			150,993	62	150,993	62		
D. account on bonds,	269,675	00	269,675	00				
	476,163	10	476,163	10				

CONDENSED BALANCE SHEET—Continued.

DR.

ACCOUNTS.	1883.		1884.		Increase.		Decrease.	
Commissions and expenses extending New York and Erie railroad, third mortgage bonds,	\$218,340	00	\$194,080	00			\$24,260	00
The estate of the Erie Railway Company,	150,311,883	15	150,447,076	15	\$135,793	00		
	\$178,089,495	19	\$179,815,586	82	\$1,726,091	63		

CR.

Common stock issued at this date,	\$77,150,800	00	\$77,192,100	00	\$41,500	00		
Preferred stock issued at this date,	8,134,800	00	8,140,800	00	6,000	00		
Funded debt,	75,267,196	90	75,268,485	10	1,348	20		
Loans payable,	534,000	00	2,255,532	94	1,721,532	94		
Bills payable,	173,634	22	1,053,418	05	879,783	83		
Interest on funded debt, (due and accrued,)	1,292,002	17	2,288,961	25	996,959	08		
Preferred stock, dividend No. 1,	4,303	00	4,098	00			\$210	00
Preferred stock, dividend No. 2,	216	00	6	00			210	00
Rentals of leased lines, etc.,	409,850	60	3,834	00	3,834	00		
New York, Pennsylvania and Ohio Railroad Company, rent,	632,165	99	410,846	18	995	59		
Amounts due to other companies and individuals on current accounts:			327,604	81			304,561	18
Pay-rolls, including September pay-rolls,	939,583	85	895,852	84			43,731	01
Audited vouchers for supplies, etc., including September vouchers,	1,810,304	18	1,918,508	34	108,199	16		
Traffic balances, etc.,	1,018,520	49	617,155	64			401,364	85
Sundries,	217,567	02	150,894	33			66,673	69
Assessments on the common stock of the Erie Railway Company, (\$4 per share,)	2,791,224	00	2,791,224	00				
Assessments on the preferred stock of the Erie Railway Company, (\$2 per share,)	116,490	00	116,490	00				
Interest on assessments received on stock of the Erie Railway Company, and interest and profits on investments, sterling exchange, etc.,	376,737	47	376,737	47				
Sinking fund, re-organization first-tien bonds,	100,000	00	100,000	00				
Profit and loss,	7,120,354	80	5,908,012	87			1,217,311	43
	\$178,089,495	19	\$179,815,586	82	\$1,726,091	63		

*New York, Susquehanna and Western.**Year ending December 31, 1884.*

The road extends from Jersey City, New Jersey, to Gravel Place, Pennsylvania, a distance of 101.3 miles, with a branch from Two Bridges, 54 miles from New York, to Unionville, a distance of 20.5 miles; also a branch from Columbia Junction, 91.6 miles from New York, to Delaware, New Jersey, a distance of 3.1 miles; also, branches in Lackawanna Valley, Pennsylvania, to coal mines, a distance of 8.4 miles; also branch from main line to Paterson City, a distance of .75, making in all a distance of 134.05 miles.

*Nesquehoning Valley.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
J. B. Moorhead, President,	Philadelphia.
C. F. Howell, Secretary and Treasurer,	Philadelphia.
General offices at Philadelphia, Pa.	

<i>Directors.</i>	<i>Residences.</i>
F. R. Cope,	Philadelphia.
W. G. Moorhead,	Philadelphia.
W. P. Cresson,	Philadelphia.
I. V. Williamson,	Philadelphia.
W. C. Ludwig,	Philadelphia.
George Whitney,	Philadelphia.
Joseph S. Harris,	Philadelphia.
E. W. Clark,	Philadelphia.
P. C. Garrett,	Philadelphia.
T. C. Henry,	Philadelphia.
F. C. Yernall,	Overbrook, Pa.
Edward Lewis,	Philadelphia.

ASSETS.

Construction account,	\$1,402,247	45
Cash,	634	11
	<hr/> \$1,402,881	<hr/> 56
LIABILITIES.		
Capital stock, 25,000 shares,	\$1,300,000	00
Dividends unpaid,	764	00
Due the Lehigh Coal and Navigation Company,	102,117	56
	<hr/> \$1,402,881	<hr/> 56

*Nittany Valley and Southern.**Year ending December 31, 1884.*

<i>Officers.</i>		<i>Residences.</i>
William A. Wallace, President,		Clearfield, Pa.
Edward Herrick, Secretary,		Lock Haven, Pa.
S. R. Peale, Treasurer,		Lock Haven, Pa.
<i>Directors.</i>		<i>Residences.</i>
S. R. Peale,		Lock Haven, Pa.
Frank McLaughlin,		Philadelphia, Pa.
John Hickey,		Philadelphia, Pa.
R. R. Peale,		Lock Haven, Pa.
W. H. Brown,		Lock Haven, Pa.
Thomas Yardley,		Lock Haven, Pa.
W. W. Morrison,		Lock Haven, Pa.
Edward Herrick,		Lock Haven, Pa.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Bellefonte to Mill Hall,	25	25

*Northern Central.**Year ending December 31, 1884.*

<i>Officers.</i>		<i>Residences.</i>
George B. Roberts, President,		Philadelphia, Pa.
Frank Thomson, Vice President,		Philadelphia, Pa.
Stephen W. White, Secretary,		Philadelphia, Pa.
John S. Leib, Treasurer,		Baltimore, Md.
John Scott, General Solicitor,		Philadelphia, Pa.
William H. Brown, Chief Engineer,		Philadelphia, Pa.
Charles E. Pugh, General Manager,		Philadelphia, Pa.
Robert Neilson, General Superintendent,		Williamsport, Pa.
H. W. Kapp, Division Superintendent,		Baltimore, Md.
E. B. Westfall, Division Superintendent,		Williamsport, Pa.
Alfred Walter, Division Superintendent,		Sunbury, Pa.
Spencer Meade, Division Superintendent,		Elmira, N. Y.
<i>Directors.</i>		<i>Residences.</i>
A. J. Cassatt,		Philadelphia, Pa.
Wistar Morris,		Philadelphia, Pa.
Samuel C. Huey,		Philadelphia, Pa.
John P. Green,		Philadelphia, Pa.
Edmund Smith,		Philadelphia, Pa.
George Small,		Baltimore, Md.
B. F. Newcomer,		Baltimore, Md.
Henry James,		Baltimore, Md.
J. N. Hutchinson,		Philadelphia, Pa.
Dell Noblit,		Philadelphia, Pa.
Harry Walters,		Baltimore, Md.
Henry Gilbert,		Harrisburg, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.	
Length of main line, from Baltimore, Md., to Sunbury, Pa., . .	136.82	101.20	
Length of single main track,	136.82	101.20	
Length of second main track,	82.49	46.87	
Branches.			
Green Spring branch, from Hollins, Md., to Green Spring Junction, Md., }	Length of road,	8.59	None.
	Length of single track,	8.59	None.
Sodus Bay and Southern railroad branch, from Stanley, N. Y., to Sodus Point, N. Y., }	Length of road,	84.08	None.
	Length of single track,	84.08	None.
Leased and Operated Roads.			
Shamokin Valley and Pottsville railroad, from Sunbury, Pa., to Mt. Carmel, Pa., }	Length of road,	27.80	27.80
	Length of single track,	27.80	27.80
Rockville Branch railroad, from Dauphin, Pa., to Rockville, Pa., }	Length of road,	2.83	2.83
	Length of single track,94	.94
	Length of double track,	1.89	1.89
Elmira and Williamsport railroad, from Williamsport, Pa., to Elmira, N. Y., }	Length of road,	75.60	69.00
	Length of single track,	75.60	69.00
Union railroad, (operated,) from North street, Baltimore, Md., to Bay View Junction, Md., }	Length of road,	8.64	None.
	Length of double track,	8.64	None.
Summit Branch railroad, (operated) from Millersburg, Pa., to Williams-town, Pa., }	Length of road,	19.70	19.70
	Length of single track,	19.70	19.70
Chemung railroad, (operated,) from Elmira, N. Y., to Watkins, N. Y., }	Length of road,	17.40	None.
	Length of single track,	17.40	None.
Elmira, Jefferson and Canandaigua railroad, (operated,) from Watkins, N. Y., to Canandaigua, N. Y., }	Length of road,	46.60	None.
	Length of single track,	46.60	None.

ASSETS.

Railway and appurtenances,	\$12,180,504 99		
Real estate,	1,684,252 19		
		\$13,864,757	18
Equipment,		4,196,107	35
Mortgages and ground-rents receivable,		9,752	33
Stock of Chemung and Elmira, Jefferson and Canandaigua Railroad Companies, at cost,		3,048,680	82
Materials and supplies on hand,		340,458	92
Cash deposited in banks,		699,556	09
Due from agents,		53,685	46
Due from connecting roads, &c.,		893,776	44
Bonds and stocks,		1,521,124	52
Trustees of sinking fund,		550,792	26
Depreciation fund for coal lands of Shamokin Valley and Pottsville Railroad Company,		154,980	00
		\$24,833,671	37

LIABILITIES.

Capital stock, 130,000 shares,	\$3,500,000	00
Mortgage to State of Maryland, to secure annuity of \$90,000, irredeemable,	1,500,000	00
Mortgage sinking fund 6 per cent. coupon bonds, due July 1, 1885,	1,490,000	00
Mortgage 6 per cent. coupon bonds, due April 1, 1900,	1,126,000	00
Mortgage 6 per cent. gold bonds, due July 1, 1900: Coupons, \$2,599,000; registered, \$205,000,	2,804,000	00
Consolidated general mortgage 6 per cent. gold coupon bonds, due July 1, 1904:		
Series A and B (dollar or sterling) sinking fund,	\$2,505,000	
Series C,	1,000,000	
Million loan, (series D,)	987,000	
	4,492,000	00

Second general mortgage 5 per cent. coupon bonds, due January 1, 1926:		
Series A,	\$2,841,000	
Series B,	1,000,000	
	<hr/>	\$3,841,000 00
Mortgages and ground-rents payable,	433,820	67
Dividend payable January 15, 1886,	260,000	00
Interest and rentals accrued,	422,156	25
Vouchers and pay-rolls for December,	397,668	20
Other liabilities,	185,337	30
Depreciation fund for coal lands of Shamokin Valley and Pottsville Railroad Company,	186,478	56
Profit and loss account, (surplus,)	1,195,210	39
	<hr/>	\$24,833,671 37

North and West Branch.

Year ending December 31, 1884.

Officers.

	<i>Residences.</i>
D. J. Waller, President,	Bloomsburg, Pa.
J. N. DuBarry, Vice President,	Philadelphia, Pa.
Albert Hewson, Secretary,	Philadelphia, Pa.
Taber Ashton, Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia.

Directors.

Residences.

C. R. Buckalew,	Bloomsburg, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
William Neal,	Bloomsburg, Pa.
Henry W. Palmer,	Wilkes-Barre, Pa.
Charles Parrish,	Wilkes-Barre, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. Parker Shortridge,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. Price Wetherill,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Catawissa to Wilkes-Barre,	43.00	43.00
Length of single main track,	43.00	43.00
Branches.		
Newport branch, from Nanticoke to Glenlyon,	4.69	4.69
Length of road,	4.69	4.69
Length of single track,	4.69	4.69

*North-East Pennsylvania.**Year ending October 31, 1884.*

Officers. *Residences.*
 Joshua Comly, President, Philadelphia, Pa.
 John S. Wise, Secretary and Treasurer, Philadelphia, Pa.

General offices at 407 Walnut street, Philadelphia.

Directors. *Residences.*
 John Jordan, junior, Philadelphia, Pa.
 William C. Ludwig, Philadelphia, Pa.
 Edward C. Knight, Philadelphia, Pa.
 Alfred Hunt, Bethlehem, Pa.
 James H. Stevenson, Philadelphia, Pa.
 Richard J. Dobbins, Philadelphia, Pa.
 Charles A. Sparks, Philadelphia, Pa.
 Franklin A. Comly, Philadelphia, Pa.
 Thomas P. Stotesbury, Philadelphia, Pa.
 G. J. Mitchell, Hatboro', Montgomery county, Pa.
 Isaac Warner, junior, Hatboro', Montgomery county, Pa.
 I. Newton Evans, Hatboro', Montgomery county, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Abington to Hartsville,	9.8	9.8
Length of single main track,	9.8	9.8

*North Pennsylvania.**Year ending October 31, 1884.*

Officers. *Residences.*
 Franklin A. Comly, President, Philadelphia, Pa.
 John S. Wise, Secretary and Treasurer, Philadelphia, Pa.
 William Rotch Wister, General Solicitor, Philadelphia, Pa.

General offices at 407 Walnut street, Philadelphia.

Directors. *Residences.*
 John Jordan, junior, Philadelphia, Pa.
 William C. Ludwig, Philadelphia, Pa.
 Edward C. Knight, Philadelphia, Pa.
 Alfred Hunt, Bethlehem, Pa.
 Ario Pardee, Hazleton, Pa.
 James H. Stevenson, Philadelphia, Pa.
 Richard J. Dobbins, Philadelphia, Pa.
 Charles A. Sparks, Philadelphia, Pa.

Edwin H. Fitler,	Philadelphia, Pa.
Thomas P. Stotesbury,	Philadelphia, Pa.
Thomas Cochran,	Philadelphia, Pa.
Thomas McKean,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Philadelphia, Willow street, to Bethlehem, Pa.,	55.6	55.6
Length of single main track,	29.3	29.3
Length of second main track,	26.3	26.3
Branches.		
Delaware River branch, from Jenkin- town to middle of Delaware river, near Yardley,	Length of road,	20.5
	Length of double track,	20.5
Doylestown branch, from Lansdale to Doylestown,	Length of road,	10.3
	Length of single track,	10.3
Shimerstown (out of use) branch,	Length of road,	1.8
	Length of single track,	1.8

Oil City and Ridgway Railway and Mining.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
J. W. Jones, President,	Philadelphia, Pa.
J. R. Trimble, Secretary and Treasurer,	Philadelphia, Pa.
Ensign Bennett, General Manager,	Buffalo, N. Y.

General offices at 242 South Third street, Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
C. H. Clark,	Philadelphia, Pa.
E. A. Rollins,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.
A. N. Martin,	New York, N. Y.
C. H. Allen,	New York, N. Y.
J. R. Trimble,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from South Oil City to Cranberry mines,	6	6
Length of single main track,	6	6

*Olean, Bradford and Warren.**Year ending September 30, 1884.*

<i>Officers.</i>	<i>Residences.</i>
J. W. Jones, President,	Philadelphia, Pa.
Franklin S. Buell, Secretary and Treasurer,	Buffalo, N. Y.
George S. Gatchell, General Superintendent,	Buffalo, N. Y.
C. E. Kimball, Assistant Secretary,	New York, N. Y.
W. L. Doyle, Auditor,	Buffalo, N. Y.
<i>Directors.</i>	<i>Residences.</i>
J. W. Jones,	Philadelphia, Pa.
Isaac V. Seligman,	New York, N. Y.
T. W. Seligman,	New York, N. Y.
C. H. Clark,	Philadelphia, Pa.
H. B. Tyler,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.
C. S. Cary,	Olean, N. Y.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from New York State line to Bradford, Pa.,	10.43	10.43

*Pennsylvania.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
G. B. Roberts, President,	Philadelphia, Pa.
Edmund Smith, First Vice President,	Philadelphia, Pa.
Frank Thomson, Second Vice President,	Philadelphia, Pa.
J. N. DuBarry, Third Vice President,	Philadelphia, Pa.
John P. Green, Fourth Vice President,	Philadelphia, Pa.
John C. Sims, junior, Secretary,	Philadelphia, Pa.
John D. Taylor, Treasurer,	Philadelphia, Pa.
John Scott, General Solicitor,	Philadelphia, Pa.
William H. Brown, Chief Engineer,	Philadelphia, Pa.
Charles E. Pugh, General Manager,	Philadelphia, Pa.
S. M. Prevost, General Superintendent,	Altoona, Pa.
Thomas Gucker, Division Superintendent,	Philadelphia, Pa.
O. E. McClellan, Division Superintendent,	Harrisburg, Pa.
Robert Pitcairn, Division Superintendent,	Pittsburgh, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
George B. Roberts,	233 South Fourth street, Philadelphia, Pa.
Wistar Morris,	209 South Third street, Philadelphia, Pa.
Alexander M. Fox,	2458 Frankford avenue, Philadelphia, Pa.
Alexander Biddle,	1307 Walnut street, Philadelphia, Pa.
N. Parker Shortridge,	Wynnewood, Montgomery county, Pa.
N. B. Cummins,	Girard National Bank, Philadelphia, Pa.
Henry D. Welsh,	524 Marshall street, Philadelphia, Pa.
John Price Wetherill,	430 Walnut street, Philadelphia, Pa.
William L. Elkins,	125 Arch street, Philadelphia, Pa.
William Thaw,	Pittsburgh, Pa.
H. H. Houston,	308 Walnut street, Philadelphia, Pa.
A. J. Cassatt,	Haverford College, Montgomery co., Pa.
C. A. Griscom,	307 Walnut street, Philadelphia, Pa.
Edmund Smith,	233 South Fourth street, Philadelphia, Pa.
Frank Thomson,	233 South Fourth street, Philadelphia, Pa.
J. N. DuBarry,	233 South Fourth street, Philadelphia, Pa.
John P. Green,	233 South Fourth street, Philadelphia, Pa.

CAPITAL STOCK.

Amount authorized by law,	\$151,700,000	00
Amount authorized by votes of company,	99,243,450	00
Amount subscribed,	94,777,850	00
Amount now paid in, common,	94,777,850	00
Number of shares issued,	1,895,557	
Amount paid in on each share,		50 00
Par value of each share,		50 00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1880, outstanding,) amount,	\$9,000	00
General mortgage bonds, (due 1910, bear interest at 6 per cent., which is payable semi-annually, January and July,) amount,	19,999,760	00
Consolidated mortgage bonds, (due 1905, bear interest at 6 per cent., which is payable, coupons semi-annually, and registered quarterly,) amount,	27,482,930	00
Consolidated mortgage bonds, (due 1919, bear interest at 5 per cent., which is payable, coupons semi-annually, and registered quarterly,) amount,	5,000,000	00
Navy Yard mortgage bonds, (due 1901, bear interest at 5 per cent., which is payable, coupons semi-annually, and registered quarterly,) amount,	1,000,000	00
Collateral trust bonds, (due 1913, bear interest at 4½ per cent., which is payable, coupons semi-annually, and registered quarterly,) amount,	5,940,000	00
Total amount of funded debt,	\$59,431,690	00
Unfunded Debt.		
Bills payable,	None.	
Total amount of unfunded debt,	None.	
Total amount of funded and unfunded debt,	\$59,431,690	00
Funded debt as per last report,	\$56,770,150	00
Unfunded debt as per last report,	None.	
Total cash realized from capital stock and debt,	\$154,209,540	00
Debt due the State account of purchase of main line bonds, interest 5 per cent.,	2,660,913	00

Cost.

Total cost of roads owned to date,	\$38,376,660	71
Total cost of equipment owned,	24,238,543	68
Total cost of roads and equipment,	\$62,615,204	39

CHARACTERISTICS OF ROAD.

Main Line Owned.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Harrisburg to Pittsburgh,	248.26	248.26
Length of second main track,	248.26	248.26
Length of third main track,	68.33	68.38
Branches Owned.		
Delaware extension, from Dock street, Philadelphia, to West Philadelphia,	Length of road, Length of single track, Length of double track,	7.84 0.41 7.43
Girard Point extension, from Hamburg Junction to Girard Point,	Length of road, Length of single track,	2.06 2.06
Schuylkill River branch, from Arsenal Bridge to Haverford street, Philadelphia,	Length of road, Length of single track, Length of double track,	1.70 0.04 1.66
Filbert Street Extension branch, from Broad street station to West side of Thirtieth street,	Length of road, Length of double track,	1.00 1.00
Philadelphia and Columbia railroad branch, from West Philadelphia to Columbia, Pa.,	Length of road, Length of double track,	82.59 82.59
Fifty-second Street branch, from Fifty-second Street station to south side of Monticello street,	Length of road, Length of double track,	0.14 0.14
Frazer branch, from Frazer to near Woodlands,	Length of road, Length of single track,	1.80 1.80
Columbia bridge, from Columbia (over Susquehanna river) to Wrightsville,	Length of bridge, Length of single track,	1.20 1.20
York branch, from Wrightsville to York,	Length of road, Length of single track, Length of road,	12.00 12.00 3.15
Tyrone branch, from Tyrone to Vail,	Length of single track, Length of double track,	1.84 1.81
Holidaysburg branch, from Altoona to Holidaysburg, and "Y" switches at junction of New Portage railroad,	Length of road, Length of single track,	9.60 9.60
Morrison's Cove branch, from Williamsburg Junction to Henrietta,	Length of road, Length of single track,	18.90 18.90
Martinsburg branch, from Martinsburg Junction to Martinsburg,	Length of road, Length of single track,	0.70 0.70
Bloomfield branch, from Roaring Spring to Ore Hill,	Length of road, Length of single track,	3.00 3.00
Williamsburg branch, from Williamsburg Junction to Williamsburg,	Length of road, Length of single track,	13.30 13.30
Springfield branch, from Springfield Junction to ore mines,	Length of road, Length of single track,	8.20 8.20
Indiana branch, from Blairsville Intersection to Indiana,	Length of road, Length of single track,	18.91 18.91
Alexandria branch, from George to Crabtree,	Length of road, Length of single track,	4.55 4.55
Port Perry branch, from Brinton to Thomson,	Length of road, Length of single track, Length of double track,	1.38 0.41 0.97

Rockville branch, from Dauphin to Rockville, . . .	Length of road, . . .	2.83	2.83
	Length of single track, . .	0.94	0.94
	Length of double track, . .	1.89	1.89
Swanson Street extension, from two miles east of Hamburg Junction to one and two tenths miles south from Dook street, Philadelphia,	Length of road, . . .	1.22	1.22
	Length of single track, . .	1.22	1.22
Leased Roads.			
Trenton-Delaware bridge, from Trenton, N. J., to Morrisville, Pa., . .	Length of bridge, . . .	0.19	.095
	Length of double track, . .	0.19	.095
Philadelphia and Trenton railroad, from Morrisville to Kensington, . .	Length of road, . . .	26.42	26.42
	Length of double track, . .	26.42	26.42
Tloga Street branch, from P. and T. R. R., in Kensington, to Delaware river,	Length of road, . . .	1.23	1.23
	Length of single track, . .	1.23	1.23
Frankford and Holmesburg railroad, from Holmesburg Junction to Bustleton,	Length of road, . . .	4.16	4.16
	Length of single track, . .	4.16	4.16
River Front railroad, from Lehigh avenue, Philadelphia, to Dook street, Philadelphia,	Length of road, . . .	3.62	3.62
	Length of single track, . .	1.35	1.35
	Length of double track, . .	2.27	2.27
Connecting railway, from Frankford Junction to Mantua,	Length of road, . . .	6.75	6.75
	Length of double track, . .	6.75	6.75
Philadelphia, Germantown and Chestnut Hill railroad, from Germantown Junction to Chestnut Hill,	Length of road, . . .	6.75	6.75
	Length of single track, . .	0.01	0.01
	Length of double track, . .	6.74	6.74
Pennsylvania-Schuylkill Valley railroad, from Monticello street, Philadelphia, to Reading,	Length of road, . . .	54.10	54.10
	Length of single track, . .	34.14	34.14
	Length of double track, . .	19.96	19.96
Pennsylvania-Schuylkill Valley railroad, from Phoenixville to Frazer, . .	Length of road, . . .	10.65	10.65
	Length of single track, . .	9.31	9.31
	Length of double track, . .	1.34	1.34
West Chester railroad, from Woodland to West Chester,	Length of road, . . .	5.00	5.00
	Length of single track, . .	5.00	5.00
Pomeroy and Newark railroad, from Pomeroy, Pa., to P. W. & B. R. R., Newark, Del.,	Length of road, . . .	26.70	21.66
	Length of single track, . .	26.70	21.66
East Brandywine and Waynesburg railroad, from Downingtown to New Holland,	Length of road, . . .	28.11	28.11
	Length of single track, . .	28.11	28.11
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad, from Dillerville Junction to Harrisburg,	Length of road, . . .	35.75	35.75
	Length of single track, . .	25.59	25.59
	Length of double track, . .	10.16	10.16
Columbia branch, (H., P., Mt. J. and L. R. R.,) from branch intersection to Columbia,	Length of road, . . .	18.15	18.15
	Length of double track, . .	18.15	18.15
Ebensburg and Cresson railroad, from Cresson to Ebensburg,	Length of road, . . .	10.99	10.99
	Length of single track, . .	10.99	10.99
South-West Pennsylvania railway, from South-West Pennsylvania Junction to Fairchance,	Length of road, . . .	44.50	44.50
	Length of single track, . .	44.50	44.50
Sewickley branch, from junction South-West Pennsylvania railway to Tranger,	Length of road, . . .	6.90	6.90
	Length of single track, . .	6.90	6.90
Stonersville branch, from junction with South-West Pennsylvania railway to end of track,	Length of road, . . .	1.51	1.51
	Length of single track, . .	1.51	1.51
Boyer Run branch, from junction with Sewickley branch to end of track, . .	Length of road, . . .	1.82	1.82
	Length of single track, . .	1.82	1.82
Brinker Run branch, from junction with Sewickley branch to end of track,	Length of road, . . .	2.02	2.02
	Length of single track, . .	2.02	2.02
Scottdale branch, from junction with South-West Pennsylvania railway to June Bug and Texas branch, . .	Length of road, . . .	1.87	1.87
	Length of single track, . .	1.87	1.87
Overton branch, from junction with Scottdale branch to end of track, . .	Length of road, . . .	1.24	1.24
	Length of single track, . .	1.24	1.24
June Bug branch, from junction with Scottdale branch to end of track, . .	Length of road, . . .	1.20	1.20
	Length of single track, . .	1.20	1.20

Schoonmaker branch, from June Bug branch to end of track,	Length of road,	0.46	0.46
	Length of single track,	0.46	0.46
Morewood branch, from north end of June Bug branch to Morewood,	Length of road,	1.25	1.25
	Length of single track,	1.25	1.25
Texas branch, from junction with June Bug branch to end of line,	Length of road,	3.74	3.74
	Length of single track,	3.74	3.74
Everson and Broad Ford branch, from junction with South-West Pennsylvania railway to junction with Youghiogheny Northern railway,	Length of road,	1.90	1.90
	Length of single track,	1.90	1.90
Opossum Run branch, from junction with South-West Pennsylvania railway to end of track,	Length of road,	3.90	3.90
	Length of single track,	3.90	3.90
Mahoning branch, railway, from connection with South-West Pennsylvania railway to end of track,	Length of road,	0.86	0.86
	Length of single track,	0.86	0.86
Morrell branch, from South-West Pennsylvania railway to end of track,	Length of road,	1.18	1.18
	Length of single track,	1.18	1.18
Fairchance branch, from junction with South-West Pennsylvania railway to end of track,	Length of road,	1.68	1.68
	Length of single track,	1.68	1.68
Pittsburgh, Virginia and Charleston railway, from junction with Pittsburgh, Cincinnati and St. Louis railway, South Side, Pittsburgh, to West Brownsville,	Length of road,	53.22	53.22
	Length of single track,	51.17	51.17
	Length of double track,	2.06	2.06
Vance's Mill branch of South-West Pennsylvania railway, from Vance's Mill Junction to Connellsville Coke and Iron Company's shaft, No. 2,	Length of road,	2.91	2.91
	Length of single track,	2.91	2.91
Redstone branch, from West Brownsville to Redstone Junction, South-West Pennsylvania railway,	Length of road,	16.51	16.51
	Length of single track,	16.51	16.51
Brownsville branch, from junction with Redstone branch to Brownsville,	Length of road,	1.00	1.00
	Length of single track,	1.00	1.00
Western Pennsylvania railroad, from Bolivar to Butler,	Length of road,	69.02	69.02
	Length of single track,	69.02	69.02
Western Pennsylvania railroad, from Butler Junction to Allegheny City,	Length of road,	27.60	27.60
	Length of single track,	22.40	22.40
	Length of double track,	5.20	5.20
Bald Eagle Valley railroad, from Vail to Lock Haven,	Length of road,	51.20	51.20
	Length of single track,	51.20	51.20
Bellefonte branch, from Milesburg to Bellefonte,	Length of road,	2.91	2.91
	Length of single track,	2.91	2.91
Snow Shoe branch, from Snow Shoe Intersection to Perse,	Length of road,	22.30	22.30
	Length of single track,	22.30	22.30
Sugar Camp branch, from Sugar Camp Junction to Sugar Camp mine,	Length of road,	3.96	3.96
	Length of single track,	3.96	3.96
Tyrone and Clearfield railway, from Vail to Curwensville,	Length of road,	45.69	45.69
	Length of single track,	41.96	41.96
	Length of double track,	3.73	3.73
Tyrone and Clearfield railway, from Moshannon and Clearfield Junction to near Whiteside's Summit,	Length of road,	7.20	7.20
	Length of single track,	7.20	7.20
Moshannon branch, from Osceola Junction to Vulcan,	Length of road,	11.43	11.43
	Length of single track,	6.85	6.85
	Length of double track,	4.58	4.58
Coal Run branch, from Coal Run Junction to terminus,	Length of road,	3.52	3.52
	Length of single track,	3.52	3.52
Morgan Run branch, from Morgan Run Junction to terminus,	Length of road,	4.05	4.05
	Length of single track,	4.05	4.05
Goss Run, No. 1, branch, from Goss Run Junction to terminus,	Length of road,	1.91	1.91
	Length of single track,	1.91	1.91
Goss Run, No. 2, branch, from Goss Run Junction, No. 2, to terminus,	Length of road,	1.64	1.64
	Length of single track,	1.64	1.64
Goss Run, No. 3, branch, from Goss Run Junction, No. 3, to terminus,	Length of road,	1.42	1.42
	Length of single track,	1.42	1.42
Houtzdale branch, from Houtzdale Junction to terminus,	Length of road,	0.74	0.74
	Length of single track,	0.74	0.74

Mapleton branch, No. 1, from Mapleton Junction to terminus,	Length of road,	3.16	3.16
	Length of single track,	3.16	3.16
Crowell or Mapleton, No. 2, branch, from Mapleton Junction, No. 2, to to terminus,	Length of road,	2.24	2.24
	Length of single track,	2.24	2.24
Philipsburg branch, from Philipsburg Junction to Morrisdale,	Length of road,	3.49	3.49
	Length of single track,	3.49	3.49
Leskie branch, from Leskie Junction to Leskie colliery,	Length of road,	1.31	1.31
	Length of single track,	1.31	1.31
Lewisburg and Tyrone railroad, (West end,) from Tyrone to Fairbrook,	Length of road,	19.90	19.90
	Length of single track,	19.90	19.90
Lewisburg and Tyrone railroad, (East end,) from Montandon to Oak Hall,	Length of road,	57.11	57.11
	Length of single track,	57.11	57.11
Scotia branch, from Fairbrook to Scotia,	Length of road,	5.26	5.26
	Length of single track,	5.26	5.26
Juniata branch, from Juniata Junction to Juniata,	Length of road,	2.08	2.08
	Length of single track,	2.08	2.08
Newry railroad, from junction near Portage railroad to Newry,	Length of road,	1.00	1.00
	Length of single track,	1.00	1.00
Bedford and Bridgeport railroad, from Mt. Dallas to State line,	Length of road,	38.70	38.70
	Length of single track,	38.70	38.70
Dunnings Creek branch, from Bedford to Holderbaum,	Length of road,	10.50	10.50
	Length of single track,	10.50	10.50
Mifflin and Centre County railroad, from Lewistown Junction to Milroy,	Length of road,	12.31	12.31
	Length of single track,	12.31	12.31
Lewistown and Tuscarora bridge, over Juniata river, at Lewistown,	Length of bridge,	0.12	0.12
	Length of single track,	0.12	0.12
Sunbury and Lewistown railway, from Lewistown to Selinsgrove Junction,	Length of road,	43.31	43.31
	Length of single track,	43.31	43.31
Columbia and Port Deposit railroad, from Columbia, Pa., to Port Deposit, Md.,	Length of road,	40.00	28.36
	Length of single track,	40.00	28.36
Hanover and York railroad, from York to Hanover,	Length of road,	18.35	18.35
	Length of single track,	18.35	18.35
Littlestown railroad, from Hanover to Maryland State line,	Length of road,	9.30	9.30
	Length of single track,	9.30	9.30
Philadelphia and Erie railroad, from Erie to Sunbury,	Length of road,	237.56	237.56
	Length of single track,	251.92	251.92
	Length of double track,	35.64	35.64
Ridgway and Clearfield railroad, from Ridgway to Brockwayville,	Length of road,	19.59	19.59
	Length of single track,	19.59	19.59
Susquebanna and Clearfield railroad, from Keating to Karthaus,	Length of road,	22.73	22.73
	Length of single track,	22.73	22.73
Three Runs branch, from Three Runs to Rotter's Mills,	Length of road,	2.11	2.11
	Length of single track,	2.11	2.11
Lewisburg bridge, across Susquehanna river, at Lewisburg,	Length of bridge,	0.24	0.24
	Length of single track,	0.24	0.24
Sunbury, Hazleton and Wilkes-Barre railroad, from Sunbury to Tomhicken,	Length of road,	43.44	43.44
	Length of single track,	43.44	43.44
North and West Branch railway, from Catawissa to Wilkes-Barre,	Length of road,	43.00	43.00
	Length of single track,	43.00	43.00
Newport branch, (N. and W. Br. Ry.,) from Nanticoke to Glenlyon,	Length of road,	4.69	4.69
	Length of single track,	4.69	4.69
Summary.			
Length of main line,		248.26	248.26
Length of branches owned by the company,		196.07	196.07
Length of leased roads,		1,338.12	1,321.35
Length of operated roads,		1,782.45	1,765.68
Length of second track,		488.94	488.94
Length of sidings and other tracks not above enumerated,		866.52	864.66
Length of all tracks,		3,137.91	3,119.17

Gauge.

Gauge of lines, 4 ft 9 in.

Track.

Miles of track laid with steel rail on lines owned, leased, or operated, whole length 2,457.63; in Pennsylvania, . . .	2,452.36
Miles of track laid with iron rail on lines owned, leased, or operated, whole length, 680.28; in Pennsylvania, . . .	666.81
Weight of rail per yard, . . . { Steel,	56 to 88 lbs.
Iron,	45 to 60 lbs.

Telegraph Lines.

Length of lines in miles, 539.20; in Pennsylvania, . . .	539.20
Number of miles of wire, 2,920.69; in Pennsylvania, . . .	2,920.69

Bridges and Trestles.

Number of bridges and trestles on lines owned by the company,	336
Wooden bridges, number of, 73; aggregate length, . . .	9,814 feet.
Stone bridges, number of, 96; aggregate length, . . .	8,439 feet.
Iron bridges, number of, 145; aggregate length, . . .	22,833 feet.
Wooden trestles, number of, 22; aggregate length, . . .	2,611 feet.
Total length of bridges and trestles,	34,697 feet.

Crossings.

Railroads crossing, at grade, lines owned by the company in this Commonwealth:

Pleasant Valley (street) railroad, at three tenths miles west of Union station; West End Passenger (street) railroad, at six tenths miles west of Union Station; Transverse (street) railroad, at Union station; Southwark railroad, at Twenty-third street and Washington avenue, Philadelphia; Southwark railroad, at Washington avenue wharf, Philadelphia; Reading and Columbia railroad, at two thousand one hundred and eighty feet east of Columbia passenger station; Reading and Columbia railroad, at Dillerville; Rockville Branch railroad, west of Rockville; Susquehanna and Schuylkill railroad, at Fisher's siding; Susquehanna and Schuylkill railroad, at Heck's; Western Pennsylvania railroad, at Blairsville.

Railroads crossing lines owned by the company, either over or under grade, in this Commonwealth:

Cambria Iron Company's railroad, at Johnstown station, under; Cambria Iron Company's railroad, at forty-five hundredths miles west of Johnstown, under; Cambria Iron Company's railroad, at fifty-five hundredths miles west of Johnstown, under; Pittsburgh Junction railroad, at twenty-three hundredths miles west of Millvale, under; Pennsylvania Incline railroad, at fifty hundredths miles east of Union station, over; Filbert Street Extension railroad, at west side of Schuylkill river, eighty-five hundredths miles from Broad street station, over; Wilmington and Northern railroad, at east end of Coatesville bridge, under; Reading and Columbia railroad, at two thousand four hundred and ninety-one feet west of Lan-

caster passenger station, over; Pittsburgh, McKeesport and Youghiogheny railroad, at fifty hundredths miles south of Thomson, under; Baltimore and Ohio railroad, at fifty-four hundredths miles south of Thomson, under.

Number of crossings of highways, at grade, in this Commonwealth, . 653

Number of crossings of highways over railroad, 94

Number of crossings of highways, under railroad, 109

Number of crossings at which gates or flagmen are maintained, . . 24

Number of crossings at which there are neither gates nor flagmen, . 882

Statement of regulations governing employes in regard to these crossings :

"Flagmen and gatemen must give timely warning to all persons approaching crossings; whistle must be sounded one quarter of a mile before crossing is reached, and bell rung until crossing is passed."

Stations.

Number of stations on main line: Passenger, 69, freight, 64; total, 96; in Pennsylvania, 96

Number of stations on branches: Passenger, 69, freight, 51; total, 84; in Pennsylvania, 84

Number of stations on leased roads: Passenger, 305, freight, 284; total, 348; in Pennsylvania, 344

Number of engine-houses and shops owned by the company, 33; in Pennsylvania, 33

Number of wood and water stations on main line, 68; in Pennsylvania, 68

Number of wood and water stations on branches, 36; in Pennsylvania, 36

Number of wood and water stations on leased roads, 164; in Pennsylvania, 163

Number of locomotive water-troughs on main line and branches, 8; in Pennsylvania, 8

Cost of real estate held by the company, exclusive of roadway, in Pennsylvania, \$12,699,411 34

Number of tunnels on all lines owned by the company, 7; in Pennsylvania, 7

Aggregate length of tunnels, 8,444 feet; in Pennsylvania, . 8,444 feet.

Material of foundation upon which track is laid: White oak cross-ties on broken stone and gravel ballast.

Equipment.	Number.	Average cost of each.	
Locomotives,	1,175	\$10,630	00
Passenger cars, first-class, 713		5,000	00
Passenger cars, second-class, 169		8,000	00
Total passenger cars,	882		
Baggage, mail, and express cars, 185		2,000	00
Postal cars, (letter and storage,) 28		3,500	00
Freight cars, 8-wheel, 25,149		600	00
Freight cars, 4-wheel, 1,467		450	00
Total freight cars,	26,616		
Cars, roadway department, 8-wheel, 788		600	00
Hand-cars and hand-trucks, 1,404		45	00

Train brake in use: Westinghouse automatic for passenger trains, Elder brake for freight trains.

Average number of cars in passenger trains, including mail, express, and baggage cars,	5 $\frac{2}{100}$
Average number of cars in freight trains,	25 $\frac{88}{100}$
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	194
Average weight of freight trains, including locomotive and tender, in working order, in tons,	908

Employees.

Average number of persons regularly employed by company, including officials,	44,000
Same in Pennsylvania,	21,400

DOINGS OF THE YEAR.

Transportation and Total Miles Run.

Number of miles run by passenger trains, car mileage,	25,766,556
Number of miles run by freight trains, } including empty {	327,803,085
Number of miles run by coal trains, . } cars. }	
Number of passengers carried one mile in Pennsylvania,	242,112,007
Number of tons of 2,000 lbs. of through freight for the year on main road,	1,824,769
Number of tons of freight carried one mile,	3,082,499,986
Number of tons of freight carried one mile in Pennsylvania,	3,073,775,646
Gross amount of tonnage for the year, (2,000 lbs. per ton.)	22,533,825
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour.)	25
Average rate of speed adopted by express trains, including stops, (miles per hour.)	36
Average rate of speed adopted by freight trains, including stops, (miles per hour.)	16

The Amount of Freight, in Tons of 2,000 lbs.

Anthracite coal,	3,605,428	Agricultural products,	1,453,728
Bituminous coal,	9,694,913	Merchandise and manufactures,	1,336,312
Petroleum and other oils,	546,850	Live stock,	412,443
Pig-iron,	623,327	Lumber,	1,290,207
Railroad iron,	291,885	Other articles,	444,344
Other iron or castings,	618,652		
Iron and other ores,	1,012,798	Total,	<u>22,583,825</u>
Stone and lime,	1,312,943		

The Rate Per Ton (of 2,000 lbs.) Per Mile Charged for Freight.

For through freight and coal, and local freight and coal,

per ton per mile, $\frac{7494}{10000}$ cents.

EARNINGS FOR THE YEAR.—From Transportation of Passengers.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Pass'gers	Miles.	Amount.	Pass'gers	Miles.	Amount.	Pass'gers	Miles.	Amount.
January, 1884	15,090	5,302,236	\$124,223 14	731,838	10,559,927	\$289,257 56	746,928	15,861,173	\$623,480 70
February, 1884	12,772	4,508,661	105,681 67	742,209	11,084,352	262,631 12	754,981	15,545,033	368,362 78
March, 1884	15,614	5,511,742	127,139 19	855,675	12,266,320	318,149 35	871,289	17,778,073	446,338 54
April, 1884	16,923	5,975,594	136,616 44	897,173	13,269,795	339,859 96	914,101	19,366,269	473,976 40
May, 1884	20,328	7,186,798	158,152 12	970,543	14,592,965	363,640 59	990,936	21,779,773	521,922 71
June, 1884	18,618	6,571,371	147,793 27	997,608	14,377,945	354,273 37	1,016,226	20,949,318	504,066 64
July, 1884	20,790	7,335,241	165,455 78	1,044,138	17,083,899	417,141 96	1,064,928	24,413,150	572,597 74
August, 1884	19,519	6,880,217	161,360 44	1,074,751	16,479,301	413,337 58	1,094,270	24,788,577	595,917 76
September, 1884	20,305	7,137,665	166,184 90	1,032,979	16,930,272	383,177 36	1,045,184	23,645,866	579,522 46
October, 1884	17,217	6,077,773	140,838 18	1,064,032	12,980,335	322,589 96	1,077,489	22,168,060	524,153 42
November, 1884	13,467	4,534,851	109,595 29	999,660	14,667,453	346,643 51	1,013,127	17,704,188	432,585 27
December, 1884	13,312	4,698,969	105,967 80	999,660	14,667,453	346,643 51	1,013,127	17,704,188	432,585 27
Total	203,986	71,980,123	\$1,689,226 20	11,225,633	171,308,089	\$4,252,303 94	11,429,776	243,298,222	\$5,941,530 54

The Rate of Fare for Passengers Charged for the Respective Classes per Mile.

For through business, 3.277 cents; for local business, 2.462 cents; for total business, 2.421 cents.

From Transportation of Freight.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.
January, 1884	144,585	\$353,641 75	52,150 723	1,457,635	\$1,395,546 47	171,036 764	1,602,220	\$1,749,092 22	223,186 517
February, 1884	108,312	224,686 80	39,032 529	1,429,012	1,313,015 57	162,070 039	1,538,324	1,637,640 37	202,002 614
March, 1884	153,468	418,559 09	57,390 859	1,709,860	1,647,167 58	196,261 465	1,889,728	2,093,008 67	256,641 679
April, 1884	171,809	494,580 20	62,334 166	1,777,699	1,619,747 04	197,062 447	1,949,508	2,024,307 24	269,368 613
May, 1884	143,055	345,976 54	53,714 746	1,686,070	1,694,867 64	234,132 047	1,840,025	2,040,644 18	267,946 793
June, 1884	165,206	325,912 77	56,868 246	1,785,099	1,499,033 30	212,023 420	1,920,385	1,824,966 07	269,268 678
July, 1884	162,471	381,650 62	55,799 649	1,754,119	1,334,440 96	210,575,825	1,920,880	1,666,031 60	269,365 174
August, 1884	164,034	359,493 06	59,368 643	1,797,984	1,717,619 04	206,729 659	1,982,018	2,107,112 10	269,095 241
September, 1884	165,940	407,474 38	61,126 565	1,792,944	1,610,899 93	211,827,832	1,981,184	2,018,244 31	272,763 040
October, 1884	160,796	407,292 63	58,250 004	2,046,743	1,643,361 42	196,126 521	2,210,529	2,068,214 06	253,000 707
November, 1884	133,631	343,964 64	45,437 192	1,676,983	1,620,568 36	196,126 521	1,810,619	1,864,859 00	244,585 713
December, 1884	148,562	369,477 60	53,869 020	1,630,900	1,365,226 67	192,472 928	1,769,332	1,764,717 27	246,871 948
Total	1,624,769	\$4,458,110 08	680,829 857	20,739,056	\$16,385,710 00	2,421,671,099	22,563,825	\$23,823,329 06	3,082,499,986

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1884, . .	\$41,324	80	\$29,226	07	\$52,639	05	\$123,189	92
February, 1884, .	41,200	58	37,739	49	34,431	61	113,371	68
March, 1884, . . .	42,275	52	38,027	20	35,824	12	116,126	84
April, 1884, . . .	41,241	11	35,838	88	51,972	18	129,052	17
May, 1884,	41,241	11	40,106	97	54,417	30	135,765	38
June, 1884,	41,276	40	34,655	77	48,787	48	124,719	65
July, 1884,	41,283	83	31,812	48	34,425	48	107,521	79
August, 1884, . . .	41,470	77	34,021	08	36,210	09	111,701	94
September, 1884, .	41,254	03	38,823	65	61,712	11	141,789	79
October, 1884, . .	41,290	71	48,280	71	34,635	92	119,207	34
November, 1884, .	41,284	68	45,691	80	37,343	60	124,320	08
December, 1884, .	41,285	44	52,717	76	41,246	41	135,249	61
Total,	\$496,428	98	\$461,911	86	\$523,645	35	\$1,482,016	19

RECAPITULATION.

Total passenger earnings for the year,	\$5,891,539	54
Total freight earnings for the year,	22,823,329	08
Total earnings from all other sources,	1,482,016	19
Total earnings for the year,	\$30,196,884	81

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE, AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$281,327	75
Land or land damages,	464,656	13
Passenger and freight houses,	14,390	60
New locomotives, number of, 30,	276,485	60
New passenger cars, number of, 51,	290,995	30
New freight cars, (4-wheel cabin cars,) number of, 10,	4,788	90
New steamboats, (including ferry boats and tugs,) number of, 1,	34,867	17
New floating equipment other than steamboats, (car floats,) number of, 2,	20,642	42
New cars, (roadway department, 4-wheel,) number of, 30,	16,914	62
New wood and water stations, (including water-tanks,)	1,631	97
Any other expenditures chargeable to this account,	82,178	49
Total,	\$1,488,798	95
Proportion for Pennsylvania,	\$1,488,798	95

EXPENDITURES FOR OPERATING DURING THE YEAR.

Conducting Transportation.	Passenger.		Freight.		Total.	
Advertising,	\$50,922	59	\$24,924	12	\$75,846	71
Agents,	76,867	93	129,245	47	206,113	40
Baggage-masters,	102,322	03			102,322	03
Brakemen,	118,310	99	986,869	13	1,105,180	12
Cars, cleaning,	60,652	22	1,668	52	62,320	74
Car furniture and fixtures,	10,823	79	12,029	99	22,853	78
Car service,	23,616	80	548,234	59	571,851	39
Clerks,	81,002	10	435,131	04	516,133	14
Conductors and train agents,	138,563	10	390,632	92	529,245	02
Dispatchers,	30,980	75	128,638	43	159,619	18
Docks, dredging, and cleaning,			25,318	90	25,318	90
Expenses of grain elevators,			3,042	17	3,042	17
Expenses of stations, except labor,	26,373	33	32,666	33	59,039	71

Foreign agencies,	\$56,094	14	\$2,277	77	\$58,371	91
Heating cars,	27,727	08	8,362	20	81,099	28
Heating stations,	16,922	68	16,024	84	32,947	02
Incidentals,	82,582	66	163,451	18	245,983	79
Insurance,	15,576	20	55,114	33	70,690	53
Labor at stations,	38,121	86	324,509	87	362,631	28
Legal expenses,	8,298	30	22,288	14	30,586	44
Lighting cars,	32,652	94	290	89	32,933	83
Lighting stations,	26,124	01	29,402	43	55,526	44
Loss and damage,	19,783	08	80,897	61	100,630	69
Mail expenses,	9,883	79			9,883	79
Oil for lamps,	5,790	09	21,877	57	27,167	66
Stationery and printing,	61,809	00	130,404	98	192,213	98
Stations, repairs of and furniture for,	150,559	22	200,766	90	351,326	12
Superintendents,	18,601	65	47,160	40	60,762	05
Switchmen,	19,223	55	75,742	38	94,965	93
Taxes on stations,	15,873	47	45,858	56	61,732	03
Taxes, State,	56,000	29	185,651	62	241,651	91
Teaming,	43	80	17,140	82	17,184	12
Telegraph expenses,	70,972	66	237,011	45	307,994	11
Watchmen,	20,215	48	78,199	54	98,415	02
Wharves and landings, repairs of,			24,276	51	24,276	51
Wrecks, clearing,	1,512	28	33,946	52	35,458	80
Tolls paid other corporations,	5,850	08	53,788	69	59,638	77
Pittsburgh transfer,			117,314	00	117,314	00
Total,	\$1,475,052	44	\$4,684,679	76	\$6,159,732	20
Motive Power.						
Enginemen and firemen,	\$292,804	58	\$965,351	11	\$1,257,955	64
Engine-houses and machine-shops,						
&c., repairs of,	22,277	78	70,846	71	92,624	49
Fuel for heating,	2,205	18	8,385	39	10,590	57
Fuel for locomotives,	186,106	51	908,427	60	1,094,534	11
Incidentals,	14,762	46	50,981	46	65,733	92
Laborers,	65,618	56	245,991	50	311,610	06
Locomotive furniture and fixtures,	8,407	15	81,055	88	89,462	53
Locomotives, repairs of,	261,121	53	1,236,322	35	1,497,443	88
Oil for locomotives,	14,790	55	36,795	38	51,585	91
Sand for locomotives,	6,492	00	24,671	46	31,163	46
Stationery and printing,	3,363	15	12,850	41	16,213	56
Tallow for locomotives,	12,938	97	55,847	84	68,786	81
Taxes on engine-houses and shops,	10,852	51	41,397	39	51,749	90
Tools and machinery, repairs of,	15,217	27	59,507	15	74,724	42
Waste for locomotives,	9,164	82	23,466	53	32,631	35
Watchmen,	7,464	53	26,349	24	33,813	77
Water, wood, and coal stations, ex- penses and repairs of,	51,439	57	168,678	94	220,118	51
Total,	\$984,317	07	\$3,966,425	82	\$4,950,742	89
Maintenance of Way.						
Ballast,	\$59,291	48	\$179,419	03	\$238,710	51
Bridges, repairs of,	72,901	17	185,203	95	258,105	12
Cars, repairs of, (in M. of W. service,)	7,887	51	19,072	25	26,939	76
Clerks,	4,167	54	13,797	29	17,964	83
Cross-ties,	98,644	21	299,317	88	397,962	09
Expenses on property,	23,860	39	73,612	70	97,473	09
Foremen, tool and watch-houses, repairs of,	6,693	29	17,686	21	24,379	50
Frogs,	8,684	24	28,539	59	37,223	83
Incidentals,	7,023	67	22,746	92	29,770	59
Oil, tallow, waste, &c.,	1,489	40	5,053	15	6,492	55
Rails, iron,	11,094	95	24,294	45	35,389	40
Rails, steel,	60,886	65	180,859	68	250,246	33
Road-bed, repairs of, labor and ma- terial,	125,363	82	358,914	72	479,278	54
Snow and ice, removing,	20,689	08	63,134	01	83,823	09
Spikes,	6,218	66	19,996	76	26,215	42
Splices,	11,793	78	36,452	83	48,246	61

Stationery and printing,	\$1,550	01	\$4,955	56	\$6,505	57
Superintendents and supervisors,	17,158	80	49,553	09	66,711	89
Switches,	20,605	90	72,593	13	93,199	03
Taxes on real estate for road,	23,759	86	79,829	70	103,589	56
Telegraph, repairs of,	12,182	30	35,367	24	47,549	54
Tools and repairs of tools,	11,346	47	31,055	63	42,402	10
Track, repairing,	216,815	93	622,243	49	839,059	42
Watchmen,	33,556	10	107,839	81	141,395	91
Total,	\$863,115	21	\$2,535,539	07	\$3,398,654	28
Maintenance of Cars.						
Car-shops and sheds, repairs of,	\$6,581	99	\$25,392	46	\$31,974	45
Cars, repairs of freight,			1,689,021	27	1,689,021	27
Cars, repairs of passenger, baggage, express, and postal,	433,642	35			433,642	35
Fuel for heating,	704	87	2,410	76	3,115	13
Incidentals,	3,086	09	5,499	95	8,586	04
Insurance,	10,992	72	33,070	80	44,063	52
Laborers,	17,108	93	66,726	04	83,834	97
Oil, tallow, waste, &c.,	16,948	69	56,821	48	73,770	17
Tools and repairs of tools,	10,658	40	41,077	55	51,735	95
Watchmen,	3,680	73	14,360	86	18,041	59
Total,	\$503,404	27	\$1,934,381	17	\$2,437,785	44
General Expenses.						
Advertising,	\$2,918	52	\$11,674	09	\$14,592	61
Attendants,	6,220	60	24,128	59	30,347	19
Clerks,	57,994	21	171,161	18	229,155	39
Fuel and light,	2,177	77	8,711	08	10,888	85
Incidentals and legal expenses,	4,579	72	18,318	93	22,898	67
Office expenses, repairs & furniture,	14,762	97	59,051	87	73,814	84
Salaries of president & other officers,	45,101	77	157,006	95	202,108	72
Stationery and blanks,	7,867	64	29,470	54	36,838	18
Taxes on real estate,	1,509	41	6,037	66	7,547	07
Total,	\$142,632	61	\$485,558	91	\$628,191	53

EARNINGS—Summary.

Passenger transportation, local,	\$1,252,303	34	} total,	\$5,891,589	54
Passenger transportation, through,	1,639,236	20			
Freight transportation, local,	18,365,219	00	} total,	22,823,329	08
Freight transportation, through,	4,458,110	03			
Mail service,	496,428	98	} total,	958,370	84
Express service,	461,941	86			
Miscellaneous,				523,645	35
Total,				\$30,196,884	81

EXPENSES—Summary.

	Passenger.		Freight.		Total.	
Conducting transportation,	\$1,475,052	44	\$4,684,679	70	\$6,159,732	20
Motive power,	984,317	07	3,966,425	82	4,950,742	89
Maintenance of way,	863,115	21	2,535,539	07	3,398,654	28
Maintenance of cars,	503,404	27	1,934,381	17	2,437,785	44
General expenses,	142,632	61	485,558	91	628,191	53
Total operating expenses,	\$3,968,521	60	\$13,606,584	73	\$17,575,106	33
Expenditures charged to cost of road, real estate, and equipment during the year,					1,488,798	95
Total expenditures during the year,					\$19,063,905	28

Earnings,	\$30,196,884	81
Expenses,	17,575,106	33
Net earnings,	\$12,621,778	48

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams; railroad company furnishes cars and motive power, for which express company pays a percentage of its gross receipts.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: None other than those owned or controlled by the Pennsylvania Railroad Company.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor. No.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

SLEEPING CARS.

Names of owners of sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates: Pullman's parlor and sleeping cars are run over our main line. The Pullman company collects its fare from the passenger. Our company keeps the cars in running order.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: A rate per mile per annum regulated by Government according to weight.

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue:

Account of November dividend, 1883, 6,831 shares.
Account of May dividend, 1884, 86,831 shares.

Date and per cent. of all cash dividends on stock of original and consolidated companies:

May, six months, four per cent. on 1,858,726 shares, . \$3,717,452 00
November, six months, three per cent. on 1,895,557 shares, 2,843,335 50

In May, the option was given to convert two per cent. into stock.

Account of 1883,	\$316,550 00	
Account of 1884,	1,841,550 00	
Paid in dividends, { Stock,	\$2,158,100 00	
{ Cash,	4,692,295 25	
Paid to sinking fund,		\$6,850,395 25
Surplus at commencement of the year,		337,460 00
Surplus invested as follows:		
Material, fuel and stores,		18,613,184 08
		3,523,458 57

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,		14	6	19	6	33
Employés,	8	118	62	548	70	666
Others,			104	191	104	191
Total,	8	132	172	758	179	899

Pennsylvania and Western.

Year ending December 31, 1884.

Officers.

Augustus Rapelye, President, 104 Fulton street, New York.
 Francis A. Marden, Secretary, Connecticut.
 Cornelius Kiel, junior, Treasurer, New Jersey.

Directors.

Augustus Rapelye, New York.
 Cornelius Kiel, New Jersey.
 Herman Sudhaus, New York.
 Frederick Stromyer, New York.
 Francis A. Marden, Connecticut.
 Edward A. Quintard, New York.
 A. V. R. Baker, Brooklyn.
 J. R. Day, New York.
 (Vacancy.)

*Residences.**Residences.*

ASSETS

Materials on hand, as per inventory, such as iron, supplies, &c., . . .	\$200,000	00
LIABILITIES.		
Balances due,	\$200,000	00

Pennsylvania Coal.

Year ending December 31, 1884.

Officers.

George A. Hoyt, President, Stamford, Conn.
 William E. Street, Secretary, Darien, Conn.
 Edwin H. Mead, Treasurer, South Orange, N. J.
 John B. Smith, General Superintendent, Dunmore, Pa.

Residences.

General offices at New York city and Dunmore, Pa.

<i>Directors.</i>	<i>Residences.</i>
George A. Hoyt,	Stamford, Conn.
George L. Brown,	Washington, Conn.
John R. Platt,	New York city.
Samuel Thorne,	New York city.
William H. Webb,	New York city.
George W. Quintard,	New York city.
Joseph Ogden,	New York city.
Edwin H. Mead,	South Orange, N. J.
A. S. Huributt,	Westport, Conn.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Hawley to Port Griffith,	47	47
Length of single main track,	47	47
<i>Branches.</i>		
Hawley, Pa., branch, from Hawley, Pa., to Lackawaxen, Pa., length of road,	15.87	15.87

Pennsylvania Company.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
George B. Roberts, President,	Philadelphia, Pa.
J. N. McCullough, First Vice President,	Pittsburgh, Pa.
William Thaw, Second Vice President,	Pittsburgh, Pa.
Thomas D. Messler, Third Vice President and Comptroller,	Pittsburgh, Pa.
John W. Renner, Assistant Comptroller,	Pittsburgh, Pa.
S. B. Liggett, Secretary,	Pittsburgh, Pa.
John E. Davidson, Treasurer,	Pittsburgh, Pa.
J. T. Brooks, General Counsel,	Pittsburgh, Pa.
Felician Slataper, Chief Engineer,	Pittsburgh, Pa.
William A. Baldwin, Manager,	Pittsburgh, Pa.
John Thomas, General Superintendent,	Pittsburgh, Pa.

General offices at corner Penn and Tenth streets, Pittsburgh, Pa.

<i>Directors.</i>	<i>Residences.</i>
George B. Roberts,	Philadelphia, Pa.
J. N. McCullough,	Pittsburgh, Pa.
William Thaw,	Pittsburgh, Pa.
Thomas D. Messler,	Pittsburgh, Pa.
Wistar Morris,	Philadelphia, Pa.
Henry H. Houston,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
Joseph N. DuBarry,	Philadelphia, Pa.
John Price Wetherill,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
William H. Barnes,	Philadelphia, Pa.

Pennsylvania and Martin's Creek.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
John Brown,	Easton.
J. N. DuBarry,	Philadelphia.
John P. Green,	Philadelphia.
Thomas L. McKeen,	Easton.
J. E. Mitchell,	Allentown.
William A. Patton,	Philadelphia.
Frank Thomson,	Philadelphia.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from middle of Delaware river, near mouth of Martin's creek, to Pen Argyl and Wind Gap, Northampton county, Pa., about,	15	15
Length of single main track, about,	15	15
Length of second main track, Not completed.		

Pennsylvania and New York.

Year ending November 30, 1884.

<i>Officers.</i>	<i>Residences.</i>
Elisha P. Wilbur, President,	Bethlehem, Pa.
Charles Hartshorne, Vice President,	Philadelphia, Pa.
William C. Alderson, Treasurer,	Philadelphia, Pa.
William Stevenson, General Superintendent,	Sayre, Pa.

General offices at 228 South Third street, Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
Robert H. Sayre,	Bethlehem, Pa.
Charles Hartshorne,	Philadelphia, Pa.
Victor E. Piolet,	Wynox, Pa.
Garrett B. Linderman,	Bethlehem, Pa.
William H. Sayre,	Bethlehem, Pa.
Robert Lockhart,	Bethlehem, Pa.
James I. Blakslee,	Mauch Chunk, Pa.
Howard Elmer,	Waverly, N. Y.
Elisha A. Hancock,	Philadelphia, Pa.
Frederick Mercour,	Wilkes-Barre, Pa.
William Stevenson,	Sayre, Pa.
John B. Garrett,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Wilkes-Barre, Pa., to Erie railway junction, of which 9.6 miles are leased to the Lehigh Valley Railroad Company,	104.30	104.30
Length of single main track,	2.15	2.15
Length of second main track,	102.15	102.15
Branches.		
Geneva, Ithaca and Sayre connection { Length of road,	1.43	1.43
branch, { Length of single track,	1.43	1.43
Southern Central railroad connection { Length of road,	2.12	2.12
branch, { Length of single track,	2.12	2.12
Barclay railroad connection branch, { Length of road,	1.52	1.52
branch, { Length of single track,	1.52	1.52
Pleasant Valley branch, { Length of road,	4.85	4.85
branch, { Length of single track,	4.85	4.85
West Pittston branch, { Length of road,	5.36	5.36
New York, Lackawanna and Western { Length of road,27	.27
connection branch, { Length of single track,27	.27
Short branches to coal breakers, { Length of road,	11.54	11.54
Leased Roads.		
State Line and Sullivan railroad, from { Length of road,	24.00	24.00
Monroeton to Bernice, { Length of single track,	24.00	24.00
Waverly and State Line railroad, from { Length of road,25	in N. Y.
Waverly to Waverly, { Length of single track,25	in N. Y.

Pennsylvania Schuylkill Valley.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.
General offices at 233 South Fourth street, Philadelphia, Pa.	
<i>Directors.</i>	<i>Residences.</i>
John P. Green,	Philadelphia.
Wistar Morris,	Philadelphia.
N. Parker Shortridge,	Philadelphia.
Edmund Smith,	Philadelphia.
Henry D. Welsh,	Philadelphia.
J. Price Wetherill,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Monticello street, Philadelphia, to Penn street, Reading,	54.10	54.10
Length of single main track,	34.14	34.14
Length of second main track,	19.46	19.46
Length of third main track,	0.50	0.50
Branches.		
Fraser branch, from Phoenixville to { Length of road,	10.65	10.65
Frazer, { Length of single track,	9.31	9.31
branch, { Length of double track,	1.34	1.34

*Pennsylvania, Slatington and New England.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
A. P. Berthoud, President,	New York city.
S. M. Schanck, Vice President and Secretary,	Hightstown, N. J.
Ezra J. Sterling, Treasurer,	New York city.

General offices at Jersey City, N. J., and 72 Broadway, New York city.

<i>Directors.</i>	<i>Residences.</i>
A. P. Berthoud,	New York city.
George M. Wright,	Bordentown, N. J.
John Loomis,	Deckertown, N. J.
Ezra J. Sterling,	New York city.
S. M. Schanck,	Hightstown, N. J.
Richard C. Combs,	New York city.
Edward T. R. Applegate,	Hightstown, N. J.
Reuben Leland,	New York city.
F. M. Ward,	Newton, N. J.
H. H. Boody,	New York city.
Henry C. Hicks,	New York city.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Slatington, Pa., to State line between New Jersey and New York,	71	81
Length of single main track completed,	12

*Penn' Gas Coal Company's Youghiogheny Railroad.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
F. A. Dingee, President,	Philadelphia.
S. T. Billmeyer, Secretary and Treasurer,	Philadelphia.
John F. Wolf, General Superintendent,	Irwin, Westmoreland co., Pa.
Albert Ford, Assistant Superintendent,	Irwin, Westmoreland co., Pa.

General offices at 209 South Third street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
F. A. Dingee,	Philadelphia.
H. A. Stiles,	Philadelphia.
Charles Hacker,	Philadelphia.
A. G. Richey,	Trenton, N. J.
D. Hostetter,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Irwin to Sewicklëy,	9.79	All.
Length of single main track, B. and O. railroad,	9.79	All.

People's.

Year ending October 31, 1884.

Officers.

Charles Baber, President, Pottsville, Pa.
 William D. Pollard, Secretary and Treasurer, Pottsville, Pa.

General offices at Pottsville, Pa.

Residences.

Directors.

Charles Baber, Pottsville, Pa.
 Milton Boone, Pottsville, Pa.
 R. F. Lee, Pottsville, Pa.
 Levi Mattson, Philadelphia, Pa.
 Thomas H. Walker, Pottsville, Pa.

Residences.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pottsville, Pa., to Minersville, Pa.,	4.58	4.58

ASSETS.

Construction,	\$88,141	34
Equipment,	30,265	29
Real estate,	8,263	00
Balance collectible and cash,	8,379	47
Deficit,	8,208	24
	\$133,257	34
LIABILITIES.		
Capital stock,	\$100,000	00
Bonds,	15,000	00
Bills payable,	18,257	34
	\$133,257	34

*Perkiomen.**Year ending November 30, 1884.**Officers.*

A. H. Seipt, President,	Skippackville, Pa.
James Boyd, Assistant President,	Norristown, Pa.
Philip Super, Secretary,	Pennsburg, Pa.
Howard Boyd, Treasurer,	Norristown, Pa.
James Boyd, General Solicitor,	Norristown, Pa.
George B. Boggs, Chief Engineer and Comptroller,	Norristown, Pa.
D. B. Clack, Superintendent,	Pawlings, Pa.

General offices 33 East Main street, Norristown, Pa.

Directors.

James Boyd,	Norristown, Pa.
John Slingluff,	Norristown, Pa.
Charles T. Waage,	Pennsburg, Pa.
George Graber,	Pennsburg, Pa.
Jonathan P. Hillegass,	Pennsburg, Pa.
Thomas B. Hillegass,	Red Hill, Pa.
Noah D. Frank,	Red Hill, Pa.
John S. Rahn,	Perkiomenville, Pa.
Jesse Ziegler, (deceased,)	Rudy, Pa.
D. Morgan Casselberry,	Lower Providence, Pa.
William H. Seipt,	Worcester, Pa.
Daniel H. Rudy,	Green Lane, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, single track, from Perkiomen Junction to Emaus Junction,	33.5	38.5

ASSETS.

Railroad,	\$1,943,344	89
Depots and offices,	50,915	84
Real estate,	19,611	91
Land damages,	43,689	50
New work,	20,999	07
Equipment,	4,257	03
Bonds in payment of freight,	2,790	94
Materials,	18,021	94
Cash,	16,023	72
Montgomery National Bank, coupon account,	28,000	00
McCalmont Bros. & Co., coupon account,	391	88
D. G. Bruce-Gardyne, coupon account,	3,039	37
Sundry debts and amounts due on account, November business,	15,178	13
Perkiomen Railroad Company, funded coupons, convenience account,	270	00
Income account,	714,693	72
	<u>\$2,881,237</u>	<u>94</u>

LIABILITIES.

Stock subscription,	\$38,040	00
Mortgage bonds,	799,600	00
Consolidated mortgage bonds,	1,125,000	00
Philadelphia and Reading Railroad Company, loan account,	680,140	42
Philadelphia and Reading Railroad Company, loan account, scrip,	100,980	00
Consolidated mortgage bonds 1873-1913, coupons payable one half in scrip,	270	00
Coupons due and unpaid,	12,389	70
Coupons, due December 1, 1884, (accrued,)	83,750	00
Coupons due April 1, 1885, (accrued,)	7,996	00
Bills payable and amounts due on account, November business,	8,061	82
Sinking fund bonds purchased and canceled,	75,000	00
	\$2,881,227	94

*Philadelphia and Reading.**Year ending November 30, 1884.**Officers.*

*George deB. Keim, President,	<i>Residences.</i> Philadelphia, Pa.
*Albert Foster, Secretary,	Philadelphia, Pa.
*W. A. Church, Treasurer,	Philadelphia, Pa.
George R. Kaercher, General Solicitor,	Philadelphia, Pa.
H. K. Nichols, Chief Engineer,	Philadelphia, Pa.
J. E. Wooten, General Manager,	Philadelphia, Pa.
J. Lowrie Bell, General Traffic Manager,	Philadelphia, Pa.
George Eltz, Superintendent of Transportation,	Reading, Pa.
I. A. Swelgard, Division Superintendent,	Philadelphia, Pa.
J. H. Olhausen, Division Superintendent,	Palo Alto, Pa.
H. W. Tracy, Division Superintendent,	Pine Grove, Pa.
W. S. Polhemus, Division Superintendent,	Mauch Chunk, Pa.
W. W. Stearns, Division Superintendent,	Elizabeth, N. J.

General offices at 227 South Fourth street, Philadelphia.

Directors.

*J. B. Lippincott,	<i>Residences.</i> Philadelphia, Pa.
*I. V. Williamson,	Philadelphia, Pa.
*Franklin A. Comly,	Philadelphia, Pa.
*John Wanamaker,	Philadelphia, Pa.
*Joseph Wharton,	Philadelphia, Pa.
*Robert H. Sayre,	Bethlehem, Pa.

CAPITAL STOCK.

Amount authorized by law,	Unlimited.		
Amount now paid in: Common, \$33,216,625 28; special or preferred, \$1,551,800; total,		\$34,768,425	28
Number of shares issued,	695,868.5037		
Amount paid in on each share,		50	00
Par value of each share,		50	00

* Elected January 12, 1886.

DEBT.

DESCRIPTION.	Coupon or registered	Date of maturity.	INTEREST.		Amount.
			Rate.	When payable.	
§ mortgage bonds,	Coupon,	1880	6	Jan. and July, .	\$1,000 00
§ mortgage bonds,	do.	1910	6	do.	967,200 00
§ mortgage bonds,	do.	1910	6	do.	1,496,500 00
§ mortgage convertible bonds,	do.	1886	6	do.	79,000 00
§ mortgage bonds,	do.	1886	7	April and Oct.,	2,700,000 00
Gold § or § consolidated mortgage bonds,	do.	1911	6	June and Dec.,	6,999,000 00
Gold § consolidated mortgage bonds,	do.	1911	6	do.	805,000 00
Gold § consolidated mortgage bonds,	Regist'd,	1911	6	do.	358,000 00
§ consolidated mortgage bonds,	do.	1911	7	do.	3,339,000 00
§ consolidated mortgage bonds,	Coupon,	1911	7	do.	7,310,000 00
Gold § or § improvement mortgage bonds,	do.	1907	6	April and Oct.,	9,364,000 00
Gold § or § general mortgage bonds,	do.	1908	6	Jan. and July, .	19,698,000 00
§ general mortgage bonds,	do.	1908	7	do.	5,000,000 00
§ income mortgage bonds,	do.	1906	7	June and Dec.,	2,454,000 00
Gold § or § general mortgage scrip,	do.	1882	6	Jan. and July,	196,570 00
Gold § or § general mortgage scrip extended,	do.	1886	6	do.	1,493,580 00
Gold § or § Perkiomen mortgage guarantee scrip,	do.	1882	6	do.	9,510 00
Gold § or § Perkiomen mortgage guarantee scrip extended,	do.	1886	6	do.	87,480 00
Gold § consolidated mortgage bonds, first series, and scrip for same,	do.	1922	5	May and Nov.,	3,263,223 60
Gold § consolidated mortgage bonds, second series, and scrip for same,	do.	1933	5	Feb. and Aug.,	1,732,062 53
Bonds and mortgages on real estate,	Various,	Various,	Various,	Various,	2,125,003 10
§ convertible adjustment scrip,	Coupon,	1883	6	Jan. and July, .	3,007,780 00
Car trust certificates,	do.	1893	6	Feb. and Aug.,	1,900,000 00
Car trust certificates,	do.	1894	6	Mar. and Sept.,	1,110,000 00
§ debenture bonds,	do.	1893	6	Jan. and July,	642,800 00
§ debenture convertible bonds,	do.	1890	7	do.	27,000 00
§ debenture convertible bonds,	do.	1893	7	do.	10,389,900 00
§ debenture convertible bonds,	do.	1896	6	May and Nov.,	19,500 00
Debenture guarantee scrip,	do.	1892	6	Jan. and July,	205,359 10
Debenture guarantee scrip extended,	do.	1894	6	do.	368,680 00
Deferred income bonds and scrip for same,	do.	Irrede'me			7,670,427 00
Total amount of funded debt,					\$64,708,177 42
Unfunded Debt.					
Total amount of unfunded debt,					12,066,240 73
Total amount of funded and unfunded debt,					\$106,794,418 20
Funded debt as per last report,					\$63,567,135 62
Unfunded debt as per last report,					9,154,162 16
Total cash realized from capital stock and debt,					\$141,562,843 48

COST.

Total cost of roads owned to date, including machine-shops and tools,	\$40,291,772	16
Average of same per mile of road laid,	\$123,216	43
Average of same per mile of single track,	49,952	61
Proportion of same for Pennsylvania, All in Pennsylvania.		
Total cost of equipment owned,	10,398,057	40
Average cost of equipment per mile of road owned by company,	\$31,798	34
Average cost of equipment per mile of road operated by company,	7,123	79
Proportion of same for Pennsylvania, All in Pennsylvania.		
Cost of road and equipment owned per mile of road owned by company,	155,014	77
Proportion of same for Pennsylvania, All in Pennsylvania.		
Total cost of roads and equipment owned,	50,689,829	56
Proportion of same for Pennsylvania, All in Pennsylvania.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Broad and Callowhill streets, Philadelphia, Pa., to West Falls, Pa.; Wayne Junction, Philadelphia, Pa., to Tabor Junction, Pa.; Port Richmond, Pa., to Mount Carbon, Pa.		
Length of single main track,	98.4	98.4
Length of second main track,	98.4	98.4
Branches.		
Northern Liberties and Penn Township branch, from Broad street, Philadelphia, to Delaware river, Philadelphia,	Length of road,	1.4
	Length of double track,	1.4
Port Kennedy branch, from Port Kennedy, Pa., to Cedar Hill Line Kilns, Pa.,	Length of road,	1.2
	Length of single track,	1.2
Lebanon Valley branch, from Reading, Pa., to Harrisburg, Pa.,	Length of road,	53.7
	Length of single track,	9.2
	Length of double track,	44.5
Lebanon and Tremont branch, from Lebanon, Pa., to Brookside, Pa.,	Length of road,	42.2
	Length of single track,	42.2
Schuylkill and Susquehanna branch, from Auburn, Pa., to Rockville, Pa.,	Length of road,	53.4
	Length of single track,	53.4
Mt. Carbon branch, from Mt. Carbon, Pa., to Mt. Laffee and Wadesville, Pa.,	Length of road,	8.5
	Length of single track,	8.5
Mahanoy and Shamokin branch, from New Castle, Pa., to Port Trevorton, Pa.; from Mahanoy City, Pa., to Port Trevorton, Pa.,	Length of road,	64.6
	Length of single track,	51.9
	Length of double track,	12.7
Moselem branch, from Leesport, Pa., to Leesport Iron Company's Works, Pa.,	Length of road,	1.7
	Length of single track,	1.7
West Reading branch, from intersection with Lebanon Valley branch, near Third street, Reading, Pa., to foot of Sixth street, Reading, Pa.,	Length of road,	1.9
	Length of single track,	1.9
Leased Roads.		
Chester Valley railroad, from Bridgeport, Pa., to Downingtown, Pa.,	Length of road,	21.5
	Length of single track,	21.5
Colebrookdale railroad, from Pottstown, Pa., to Barto, Pa.,	Length of road,	12.8
	Length of single track,	12.8
Pickering Valley railroad, from Phoenixville, Pa., to Byers, Pa.,	Length of road,	11.3
	Length of single track,	11.3
East Pennsylvania railroad, from Reading, Pa., to Allentown, Pa.,	Length of road,	36.0
	Length of single track,	17.5
	Length of double track,	18.5
Allentown railroad, from Topton, Pa., to Kutztown, Pa.,	Length of road,	4.5
	Length of single track,	4.5
Little Schuylkill railroad, from Port Clinton, Pa., to Tamanend and Reevesdale, Pa.,	Length of road,	23.1
	Length of single track,	23.1
Mine Hill and Schuylkill Haven railroad, from Schuylkill Haven, Pa., to Locust Gap Junction, Tremont and New Lincoln, Pa.,	Length of road,	53.1
	Length of single track,	31.3
	Length of double track,	21.8
Mt. Carbon and Port Carbon railroad, from Mt. Carbon, Pa., to Palo Alto, Pa.,	Length of road,	2.5
	Length of double track,	2.5
Mill Creek railroad, from Palo Alto, Pa., to New Castle, Pa.,	Length of road,	3.8
	Length of double track,	3.8

Schuylkill Valley railroad, from Palo Alto, Pa., to Reevesdale, Pa.,	Length of road,	11.0	11 0
	Length of single track,	5.7	5.7
	Length of double track,	5.3	5.3
East Mahanoy railroad, from East Mahanoy Junction, Pa., to St. Nicholas, Pa.,	Length of road,	10.7	10.7
	Length of single track,	8.6	8.6
	Length of double track,	2.1	2.1
Shamokin, Sunbury and Lewisburg railroad, from West Milton, Pa., to Shamokin, Pa.,	Length of road,	31.1	31.1
	Length of single track,	31.1	31.1
Philadelphia, Germantown and Norristown railroad, from Philadelphia, Pa., to Chestnut Hill, Norristown, Oreland, Pa.,	Length of road,	33.5	33 5
	Length of single track,	13.1	13.1
	Length of double track,	20.4	20.4
Catawissa railroad, from Tamanend, Pa., to Newberry Junction, Pa.,	Length of road,	96.5	96.5
	Length of single track,	96.5	96.5
Philadelphia and Chester Branch, from Gray's Ferry, Pa., to Thurlow, Pa.,	Length of road,	14.2	14.2
	Length of single track,	9.3	9.3
	Length of double track,	4.9	4.9
North Pennsylvania railroad, from Front and Noble streets, Philadelphia, to Bethlehem, Lansdale to Doylestown, Jenkintown to center of Delaware river,	Length of road,	86.4	86.4
	Length of single track,	36.5	36.5
	Length of double track,	49.9	49.9
Delaware and Bound Brook railroad, from Trenton Junction, N. J., to Trenton, N. J., from center of Delaware river, Pa., to Bound Brook Branch, N. J.,	Length of road,	30.7	
	Length of single track,	3.7	
	Length of double track,	27.0	
Norristown Junction railroad, from Mill street, Norristown, Pa., to Main street, Norristown, Pa.,	Length of road,	0.4	0.4
	Length of double track,	0.4	0.4
Schuylkill and Lehigh railroad, from High's farm, below Reading, Pa., to Slatington, Pa.,	Length of road,	44.0	44.0
	Length of single track,	44.0	44.0
Central railroad of New Jersey, from Jersey City, N. J., to Phillipsburg, N. J.,	Length of road,	98.7	
	Length of single track,	16.0	
	Length of double track,	82.7	
Constable Hook railroad, from Centerville, N. J., to Constable Hook, N. J.,	Length of road,	2.0	
	Length of single track,	2.0	
South Branch railroad, from Somerville, N. J., to Flemington, N. J.,	Length of road,	15.8	
	Length of single track,	15.8	
Manufacturers' railroad, from Brills, N. J., to Passaic river, N. J.,	Length of road,	1.5	
	Length of single track,	1.5	
High Bridge branch, from High Bridge, N. J., to German Valley, N. J.,	Length of road,	15.8	
	Length of single track,	15.8	
Longwood Valley railroad, from German Valley, N. J., to Port Oram, N. J.,	Length of road,	13.8	
	Length of single track,	13.8	
Dover and Rockaway railroad, from Port Oram, N. J., to Rockaway, N. J.,	Length of road,	4.7	
	Length of single track,	4.7	
Lake Hopatcong railroad, from Hopatcong Junction, N. J., to Lake Hopatcong, N. J.,	Length of road,	5.6	
	Length of single track,	5.6	
Ogden Mine railroad, from Lake Hopatcong, N. J., to Ogden, N. J.,	Length of road,	10.0	
	Length of single track,	10.0	
Long Branch and Sea Shore railroad, from Sandy Hook, N. J., to Long Branch, N. J.,	Length of road,	10.6	
	Length of single track,	10.6	
New Jersey Southern railroad, from Long Branch, N. J., to Eatontown, N. J., from Port Monmouth, N. J., to Atco, N. J.,	Length of road,	78.0	
	Length of single track,	78.0	
West End railroad, from East Long Branch, N. J., to West End, N. J.,	Length of road,	1.4	
	Length of single track,	1.4	
Toms River railroad, from Manchester, N. J., to Toms river, N. J.,	Length of road,	7.5	
	Length of single track,	7.5	
Toms River and Waretown railroad, from Toms river, N. J., to Barnegat, N. J.,	Length of road,	14.8	
	Length of single track,	14.8	

Vineland railway, from Atsion, N. J., to Bayside, N. J.,	Length of road,	46.8	
	Length of single track,	46.8	
New York and Atlantic Highlands railroad, from Hopping, N. J., to Atlantic Highlands, N. J.,	Length of road,	2.8	
	Length of single track,	2.8	
Lehigh and Susquehanna railroad, from Phillipsburg, N. J., to Union Junction, Pa.,	Length of road,	159.3	159.3
	Length of single track,	91.4	91.4
	Length of double track,	67.9	67.9
Spring Brook railway, from Moosic, Pa., to Dale's Mills, Pa.,	Length of road,	8.0	8.0
	Length of single track,	8.0	8.0
Nesquehoning Valley railroad, from Nesquehoning Junction, Pa., to Tamanend, Pa.,	Length of road,	16.6	16.6
	Length of single track,	9.3	9.3
	Length of double track,	7.3	7.3
Tresckow railroad, from Silver Brook, Pa., to Audenreid, Pa.,	Length of road,	7.5	7.5
	Length of single track,	7.5	7.5
Summit Hill railroad, from Mauch Chunk, Pa., to Summit Hill, Pa.,	Length of road,	18.4	18.4
	Length of single track,	18.4	18.4
New York and Long Branch railroad, from north end of Raritan river bridge, near Perth Amboy, N. J., to Bay Head Junction, N. J.,	Length of road,	38.0	
	Length of double track,	38.0	
Smyrna and Delaware Bay railroad, from Pierson's cove, Del., to Massey's Junction, Md.,	Length of road,	20.0	
	Length of single track,	20.0	
Kent County railroad, from Massey's Junction, Md., to Chestertown, Md.,	Length of road,	21.0	
	Length of single track,	21.0	
Kent County railroad extension, from Norton Junction, Md., to Nicholson, Md.,	Length of road,	4.0	
	Length of single track,	4.0	
Summary.			
Length of main line,		98.4	98.4
Length of branches owned by the company,		228.6	228.6
Length of leased roads,		1,154.7	711.2
Length of operated roads,		106.6	106.6
Length of second track,		509.5	361.8
Length of sidings and other tracks not above enumerated,		933.5	736.8
Length of all tracks,		3,061.3	2,243.4

Gauge.

Gauge of lines, 4 ft. 8½ in.

Track.

Miles of track laid with steel rail on lines owned, leased, or operated, whole length, 1,119.96; in Pennsylvania, 774.57

Miles of track laid with iron rail on lines owned, leased, or operated, whole length, 1,941.34; in Pennsylvania, 1,468.83

Weight of rail per yard, { Steel, 56, 60, 68, 70, 88
 { Iron, 56, 58, 60, 64, 68, 70

Telegraph Lines.

Length of lines in miles, 617.8; in Pennsylvania, 269.8

Number of miles of wire, 1,445.36; in Pennsylvania, 718.36

Bridges and Trestles.

Number of bridges and trestles on lines owned by the company, 476

Wooden bridges, number of, 133; aggregate length, 8,512 feet.

Stone bridges, number of, 119; aggregate length,	8,384 feet.
Iron bridges, number of, 67; aggregate length,	4,188 feet.
Wooden trestles, number of, 156; aggregate length, . . .	10,045 feet.
Iron trestles, 1; aggregate length,	180 feet.
<hr/>	
Total length of bridges and trestles,	31,359 feet.

Crossings.

Railroads crossing at grade lines owned by the company in this Commonwealth: River Front railroad, at Willow street, Philadelphia, Pa.; Philadelphia and Trenton railroad, at Trenton avenue, Philadelphia, Pa.; Cornwall railroad, at Lebanon, Pa.; Northern Central railroad, at Haddon, Pa.; Schuylkill and Lehigh railroad, at Reading, Pa.; Mine Hill and Schuylkill Haven railroad, at Schuylkill Haven, Pa.

Railroads crossing lines owned by the company either over or under grade in this Commonwealth: Connecting (Pennsylvania) railroad, west of Spring Garden water works, Philadelphia, Pa.; North Pennsylvania railroad, at six hundred feet north of Second street, Richmond branch, Philadelphia, Pa.; Connecting (Pennsylvania) railroad, at eight hundred feet north of Sixth street, Philadelphia, Pa.; Philadelphia, Germantown and Norristown railroad, at Nicetown, Philadelphia, Pa.; Philadelphia, Germantown and Chestnut Hill railroad, at one half mile west of Nicetown, Pa.; Philadelphia, Germantown and Norristown railroad, at one mile east of West Falls, Pa.; Pennsylvania Schuylkill Valley railroad, at twelve hundred feet below West Manayunk, Pa.; Pennsylvania Schuylkill Valley railroad, at twelve hundred feet above Phoenixville, Pa.; Pennsylvania Schuylkill Valley railroad, at Reading, Pa.; Schuylkill and Lehigh railroad, at Tuckerton, Pa.; Schuylkill and Lehigh railroad, at Reading, Pa.; Lehigh Valley railroad, at Kohinoor colliery, Shenandoah City, Pa.; Lehigh Valley railroad, at Big Mine Run, near Ashland, Pa.; Lehigh Valley railroad, at Shenandoah City, Pa.; Mine Hill and Schuylkill Haven railroad, at Locust Gap Junction, Pa.; Mine Hill and Schuylkill Haven railroad, at Big Mine Run, near Ashland, Pa.; Lehigh Valley railroad, at Preston Junction, near Girardville, Pa.

Number of crossings of highways, at grade, in this Commonwealth,	1,587
Number of crossings of highways over railroad,	188
Number of crossings of highways under railroad,	227
Number of crossings at which gates or flagmen are maintained,	231
Number of crossings at which there are neither gates nor flagmen,	1,356

Statement of regulations governing employes in regard to these crossings:

" Crossing watchmen are required to stand fairly on the crossing, on the approach of an engine or train, and must give warning to persons on foot,

and to the drivers of street-cars, wagons, and other vehicles in ample time to prevent them from attempting to cross until the engine or train has passed. They must not in any case give signals to the drivers of street-cars to proceed, but must give such a signal to the driver of every other class of vehicle when the crossing is clear for them to pass." "They must be upon the crossing at all times while on duty, and must have their blue flag conspicuously displayed during the day time, and their green light at night. They must commence using the light as early in the evening as may be required to make their signals clearly observable."

Stations.

Number of stations on main line: Passenger and freight, 39; in Pennsylvania,	39
Number of stations on branches: Passenger and freight, 50; in Pennsylvania,	50
Number of stations on leased roads: Passenger and freight, 339; in Pennsylvania,	217
Number of engine-houses and shops owned by the company, 34; in Pennsylvania,	34
Number of wood and water stations on main line, 65; in Pennsylvania,	65
Number of wood and water stations on branches, 9; in Pennsylvania,	9
Number of wood and water stations on leased roads, 167; in Pennsylvania,	125
Value of real estate held by the company, exclusive of roadway, \$8,525,585 43; in Pennsylvania,	\$8,438,387 30
Number of tunnels on all lines owned by the company, 8; in Pennsylvania,	3
Aggregate length of tunnels, 4,477 feet; in Pennsylvania,	4,477 feet.
Material of foundation upon which track is laid: Crushed stone, coal and furnace cinder, coal dirt, gravel, sand, wooden and iron cross-ties.	

Equipment.	Number.	Average cost of each.	
Locomotives,	940	\$9,469	00
Passenger cars, first class, 788		4,928	00
Passenger cars, second class, 49		2,082	00
Total passenger cars,	882	4,758	00
Baggage, mail, and express cars, 122		1,514	00
Freight cars, 16-wheel, 1		750	00
Freight cars, 8-wheel, 10,944		440	00
Freight cars, 6-wheel, 747		281	00
Freight cars, 4-wheel, 867		176	00
Total freight cars,	12,559	418	00
Coal cars, 8-wheel, 10,897		480	00
Coal cars, 4-wheel, 31,604		197	00
Total coal cars,	42,501	257	00
Steamboats, (including ferry boats and tugs,) 28		112,393	00
Floating equipment, other than steamboats, 96		3,047	00
Cars, transportation department, 8-wheel, 69		829	00
Cars, transportation department, 4-wheel, 400		248	00
Cars, roadway department, 8-wheel, 147		433	00
Cars, roadway department, 4-wheel, 847		211	00
Hand-cars and hand-trucks, 885		27	00

Train brake in use: Westinghouse automatic air brake.	
Average number of cars in passenger trains, including mail, express, and baggage cars,	4
Average number of cars in freight trains,	17
Average number of cars in coal trains,	41
Average weight of passenger trains, including locomotive and tender, in working order, in tons, 2,000 pounds,	141
Average weight of freight trains, including locomotive and tender, in working order, in tons, 2,000 pounds,	306
Average weight of coal trains, including locomotive and tender, in working order, in tons, 2,240 pounds,	800

Employees.

Average number of persons regularly employed by company, not including canals,	18,989
Same in Pennsylvania,	14,364

DOINGS OF THE YEAR.
Transportation and Total Miles Run.

Number of miles run by passenger trains,	5,908,810
Number of miles run by freight trains,	4,227,804
Number of miles run by coal trains,	4,728,243
Number of passengers carried one mile in Pennsylvania,	177,461,713
Number of tons (2,000 pounds) of merchandise and coal carried one mile on main line and branches, including material for use of road,	1,793,064,242

Number of tons (2,000 pounds) of merchandise and coal carried one mile in Pennsylvania, including materials for use of road,	1,429,754,150
Gross amount of tonnage for the year, (2,000 pounds per ton,) including material for use of road and weight of passengers,	24,357,931
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour.)	22
Average rate of speed adopted by express trains, including stops, (miles per hour.)	45
Average rate of speed adopted by freight trains, including stops, (miles per hour.)	20
Average rate of speed adopted by coal trains, including stops, (miles per hour.)	12

The Amount of Freight, in Tons of 2,000 Pounds.

Anthracite coal,	12,830,030	Merchandise and manufactures,	1,071,349
Bituminous coal,	475,567	Live stock,	84,253
Petroleum and other oils,	630,642	Lumber,	692,017
Pig-iron,	526,668	Other articles and express goods,	
Railroad iron,	129,417	company's merchandise, ma-	
Other iron or castings,	510,458	terials, passengers, baggage,	
Iron and other ores,	970,041	&c.,	4,033,888
Stone and lime,	969,662		
Agricultural products,	1,433,939	Total,	24,357,931

The Rate Per Ton, (of 2,000 pounds,) Per Mile Charged for Freight.

For freight and tolls on merchandise, per ton of 2,000 pounds, per mile, proximate average,	1.72 cents.
For freight and tolls on coal, per ton of 2,240 pounds, per mile, proximate average,	1.29 cents.

EARNINGS FOR THE YEAR—From Transportation of Passengers.

MONTHS.	THROUGH.			LOCAL.			TOTALS.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
December, 1883,							1,840,351	23,272,655	\$430,825 19
January, 1884,							1,809,498	22,076,414	398,419 78
February, 1884,							1,827,926	18,757,634	862,906 45
March, 1884,							1,776,591	20,583,966	393,319 64
April, 1884,							1,985,940	24,435,696	449,154 27
May, 1884,							2,427,133	31,146,354	551,015 82
June, 1884,							1,775,151	22,482,225	490,783 28
July, 1884,							2,253,144	32,283,478	607,575 98
August, 1884,							2,206,192	33,543,498	621,684 38
September, 1884,							2,844,791	32,600,974	572,614 17
October, 1884,							2,087,685	27,102,861	502,190 65
November, 1884,							1,787,886	21,080,500	391,874 54
Totals,							24,011,768	309,871,250	\$5,709,314 15

The Rate of Fare for Passengers Charged for the Respective Classes per Mile.

For passengers, proximate average per mile, 1.35 cents.

From Transportation of Freight.

MONTHS.	MERCHANDISE.			COAL.			TOTALS.		
	Tons—2,000 lbs.	Money.	Tons—2,000 lbs., 1 mile.	Tons—2,240 lbs.	Money.	Tons—2,240 lbs., 1 mile.	Tons.	Money.	Mileage.
December, 1883,	550,860	\$600,484 74	32,521,507	761,511	\$1,099,781 95	78,600,518			
January, 1884,	531,467	603,761 25	32,713,403	681,669	939,711 60	69,002,519			
February, 1884,	560,654	691,123 47	35,637,827	654,333	917,336 08	68,332,276			
March, 1884,	623,620	699,871 33	39,630,444	658,254	890,356 22	66,436,531			
April, 1884,	718,741	785,390 78	43,054,902	1,066,218	1,326,921 94	105,887,099			
May, 1884,	737,780	762,678 16	46,006,607	980,890	1,172,444 19	93,454,785			
June, 1884,	899,585	722,727 46	40,664,071	704,915	811,588 45	67,674,606			
July, 1884,	621,373	671,536 02	38,762,636	944,694	1,188,939 44	92,640,328			
August, 1884,	632,603	731,156 01	40,510,235	1,326,052	1,623,174 24	124,025,354			
September, 1884,	655,319	795,468 89	43,134,523	983,990	1,237,127 64	99,249,321			
October, 1884,	685,035	791,466 75	47,420,959	1,144,068	1,342,977 44	106,716,504			
November, 1884,	566,766	660,860 39	40,595,094	1,131,739	1,431,209 06	108,732,895			
Totals,	7,463,733	\$8,316,982 06	482,672,208	11,007,118	\$13,982,641 25	1,082,751,194		\$23,398,623 31	

From all other Sources.

MONTHS.	Mails.		Steam colliers and barges.		Miscellaneous and shipping.		Total.	
December, 1883, .	\$6,599	58	\$54,621	58	\$88,818	12	\$150,089	28
January, 1884, .	6,664	59	48,882	80	205,198	83	255,246	22
February, 1884, .	6,664	59	44,648	72	76,465	21	127,778	52
March, 1884, . .	6,664	54	41,440	49	156,058	04	204,168	07
April, 1884, . . .	6,664	59	39,982	44	183,411	90	230,058	93
May, 1884,	6,945	98	47,249	81	167,999	88	222,195	67
June, 1884,	6,348	59	37,780	82	80,206	60	124,336	01
July, 1884,	6,267	67	34,459	99	188,810	62	224,538	28
August, 1884, . .	6,699	65	42,638	29	156,893	20	206,231	14
September, 1884, .	6,510	93	35,456	38	164,639	43	206,606	74
October, 1884, . .	6,668	80	36,657	76	168,572	20	211,898	76
November, 1884, .	6,670	19	48,782	90	15,691	81	66,144	90
Total,	\$79,369	70	\$502,101	93	\$1,647,760	84	\$2,229,232	47

RECAPITULATION.

Total passenger earnings for the year,	\$5,709,314	15
Total merchandise and coal earnings for the year,	22,298,528	31
Total receipts from all other sources,	2,229,232	47
Total earnings for the year,	\$80,237,069	93
Proportion of receipts in Pennsylvania to earnings of whole line,	\$22,703,954	90

EXPENDITURES FOR OPERATING DURING THE YEAR.

Conducting Transportation.	Passenger.		Freight.		Total.	
Officers, clerks, agents, &c.,					\$1,056,890	05
Engineers, conductors, firemen, brakemen, plane hands, &c.,					3,737,808	90
Expenses of stations, except labor,					178,570	61
Labor at stations,					498,796	94
Stationery, printing, advertising, &c.					154,597	08
Telegraph expenses,					129,148	60
Watchmen at depots, shops, signal towers, &c.,					396,710	71
Pumping water, water-rents, and sundries,					219,506	59
Steamboat and ferry expenses,					400,052	66
Total,					\$6,766,577	14
Motive Power.						
Fuel for locomotives,					\$1,374,587	88
Locomotives, repairs of,					1,199,740	18
Oil for locomotives and cars,					208,812	60
Tallow, lard, cotton, waste, &c., for locomotives and cars,					181,706	58
Tools and machinery, repairs of,					58,090	67
Total,					\$2,972,437	91
Maintenance of Way.						
Ballast,					\$187,806	82
Bridges, repairs of,					360,870	60
Officers, clerks, &c.,					113,576	79
Cross-ties,					396,394	52
Frogs,					36,664	14
Incidentals, stationery, printing, furniture, &c.,					15,428	15
Oil, tallow, waste, &c.,					14,198	78

Rails, iron and steel,				\$412,446	45
Buildings, depots, and fixtures, repairs of,				340,119	93
Snow and ice, removing,				76,071	68
Spikes,				20,111	65
Splices,				79,680	48
Switches,				68,060	71
Tools and repairs of tools and hardware,				34,887	30
Track, road-bed, &c., repairing, labor and materials,				1,170,491	19
Wharves,				125,526	29
Watchmen,				64,614	02
Total,				\$3,510,949	45
Maintenance of Cars.					
Cars, repairs of, merchandise and coal,				\$1,479,948	24
Cars, repairs of passenger, baggage, express, and postal,				418,473	57
Total,				\$1,898,421	81
General Expenses.					
Insurance,				\$20,264	23
Repairs, &c., of company's property rented,				49,539	90
Salaries of president, other officers, clerks, &c.; legal and advertising expenses, stationery, printing, &c.,				587,597	14
Taxes on property,				214,619	83
Taxes on gross receipts and capital stock,				213,649	38
Rents of laterals, &c.,				8,971,215	42
Shipping expenses, Port Richmond, Elizabethport and Port Johnson,				349,785	41
Profit and loss, damages, &c.,				123,897	08
Steam colliers and coal barges,				521,640	92
Total,				\$11,057,209	31

EARNINGS—Summary.

Passenger transportation,	\$5,709,314	15
Merchandise and coal transportation,	22,296,523	31
Mail service,	79,369	70
Miscellaneous steam colliers and coal barges,	2,149,862	77
Total,	\$30,237,069	93

EXPENSES—Summary.

	Passenger.	Freight.	Total.	
Conducting transportation,			\$6,766,577	14
Motive power,			2,972,437	91
Maintenance of way,			3,510,949	45
Maintenance of cars,			1,898,421	81
General expenses,			11,057,209	31
			\$26,205,595	62
Less credit for proportion of materials received from C. R. R. C. of N. J. account lease, May 29, 1883,			150,000	00
Total operating expenses,			\$26,055,595	62
Operating expenses, not including steam colliers and coal barges, 86.7 per cent. of earnings.				
Earnings per mile of road operated, not including steam colliers and coal barges,			\$31,542	40
Expenses per mile of road operated, not including steam colliers and coal barges,			18,607	52
Net earnings, not including loss on canals,			4,181,474	31

BALANCE SHEET.

DR.		DURING YEAR 1884.	
		Increase.	Decrease.
Capital Accounts.			
Railroad,		\$27 359 976 48	
Depots,		4 724 687 64	
Locomotive engines and cars,		10 836 057 40	
Locomotive engines and cars in car trusts,		8 415 377 22	\$1,128,562 85
Real estate,		8 207 106 04	
Philadelphia, Reading and Pottsville Telegraph Company stock,		20 730 00	
East Pennsylvania Railroad Company stock,		949 353 13	
Reading and Columbia Railroad Company stock		232 430 00	
Allentown Railroad Company stock,		320 582 96	
East Mahanoy Railroad Company stock,		247 295 61	
Mine Hill and Schuylkill Haven Railroad Com- pany stock,		159 499 75	
Philadelphia and Reading Coal and Iron Com- pany stock,		8 000 000 00	
Philadelphia and Reading Coal and Iron Com- pany bond and mortgage July 1, 1874,	\$29,737,965 53		
Philadelphia and Reading Coal and Iron Com- pany bond and mortgage December 23, 1876	10 000 000 00		
		39,737,965 53	
Steam colliers,		2 561 245 24	
Susquehanna canal coal barges,		15 363 20	
Schuylkill canal coal barges,		473 002 21	
Schuylkill Navigation Company works and franchises,		1 000 000 00	
		\$107,822 729 44	
New engines and cars, new tracks and sidings, new bridges and depots, real estate, &c.,		663 431 35	663,431 35
ASSETS.			
Cash on hand,	\$193 451 71		\$425,343 60
Bills receivable,	380 509 42		62 596 69
Freight and toll bills,	1,173 741 79		9 621 31
	\$1,757,701 92		
Stocks and bonds held by the company and by the receivers,	14 225 625 89		2 461 423 69
Materials on hand,	1 618 572 87	38 586 30	
Debts due to the company and to the receivers:			
Due by leased lines in stock or bonds for new work,	\$1,871,271 62	714 357 27	
Due by leased and controlled lines account advances, &c.,	4,759 033 10	1,229 207 42	
Due by connecting railroad com- panies,	334 317 30		224 863 57
Due on account current busi- ness,	418 928 89		
	7 333,551 41		649,504 21
Due by Philadelphia and Reading Coal and Iron Company,		24 985 452 09	
Philadelphia and Reading Coal and Iron Com- pany coupons and interest purchased,		15,850 359 80	1,617 206 87
Sundry debts,		164 270 00	164,270 00
Funded coupons not yet matured,		411 453 68	43 457 91
Expenses account deferred income bonds and 5 per cent. consols,		230 909 00	461,819 00
Loss on Central Railroad Company of New Jer- sey stock,		297,113 44	1,207 46
Discount, commission, and expenses of general mortgage loan, 1874-1908, issue of \$10,000,000 in January, 1876,		1,360,940 68	1,360,940 68
		500,000 00	
INCOME ACCOUNTS.			
Loss for year ending November 30, 1884, Phila- delphia and Reading Railroad Company,	\$2 554 838 57		
Less profit per report November 30, 1883, Phila- delphia and Reading Railroad Company,	610 190 38		
	\$1,944,698 29		
Loss of Philadelphia and Reading Coal and Iron Company for year 1884,	800 362 50		
		2,745,060 79	3,355,251 17
		\$155,061 670 27	\$10,311,708 91
Less amount of decrease,			4 339,316 04
Total amount of increase,			\$5,971,977 87

BALANCE SHEET.

CR.	DURING YEAR 1884.	
	Increase.	Decrease.
Capital Accounts.		
Prior mortgage loans,	\$65 246 700 00	
Consolidated mortgage loan, 1871-1911,	†18,811,000 00	
Improvement mortgage loan, 1873-1897,	‡9,364,000 00	
	\$33,421 700 00	
General mortgage loan, 1874-1908,	24,686,000 00	
General mortgage, gold \$ or £, scrip,		\$180 00
Perkiomen mortgage guar., gold \$ or £, scrip,	97,280 00	
	1,791,720 00	
Income mortgage loan, 1878-96,	2,454,000 00	
5 per cent. consols, mort. loan, 1832 1923, 1st ser.,	3,258,323 80	125 284 50
5 per cent. consols, mort. loan, 1833 1923, 2d ser.,	1,732,052 53	42,465 00
	\$67 343 801 13	
Bonds and mortgages on real estate,	2,135 000 10	85,989 15
	\$69,478 801 23	
Total mortgage loans,	3,007,730 00	16,370 00
Convertible adjustment scrip, 1883-88,	1 800,000 00	
Car Trust certificates, issue of February 15, 1883,	1,110,000 00	
Car Trust certificates, issue of March 15, 1884,		1,110,000 00
Debenture loans,		8 300 00
Debenture convertible loans	10,416,800 00	
	11,079,200 00	
Debenture and guarantee scrip,	562 019 70	
Loans of Schuylkill Navigation Company,	2,578,250 00	51,125 00
Loan of East Penna. R. R Co., maturing 1888,	486 900 00	
Common stock,	\$33,216 625 28	23 750 00
Preferred stock,	1,551,800 00	
	34 768,425 28	
Deferred income bonds, (nominal par, \$25,568,-		
000 30,)	†7,670,427 09	20,118 15
	\$182 550,752 70	
LIABILITIES.		
Bills payable and loans,	\$8,463,790 39	2,638,640 39
Due on acct. of purchases of stocks and bonds,	859,218 45	
Receivers' certificates for wages,	1,995,000 00	2 469,786 71
Receivers' certificates for materials and sup-		
plies,	768,234 94	768,234 94
	\$12,086,240 78	
Total floating debt,		
Debts due by the company and by the receivers:		
Due to leased roads and canals,		
account rental,	\$2,548,405 98	904 914 10
Unpaid interest and dividends,	1,574,872 11	419,008 47
Due to connecting railroad com-		
panies,	641,889 23	94 434 34
Due on account current business,	832 530 98	167,589 27
Due for wages, materials, draw-		
backs, &c.,	1,550,932 64	13,479 53
State tax on capital stock and		
gross receipts,	602,114 31	56 759 66
	7,770,815 30	
Total floating debt and current liabilities,	19,857,056 08	
Philadelphia and Reading Coal and Iron Com-		
pany, profit and loss account,	917 705 76	800 862 50
Sundry credits,	894,303 51	12,825 42
Insurance funds,	568,831 48	74,839 71
Materials received through lease of Central		
New Jersey lines,	295 019 23	300 137 00
Sinking fund, loan 1836-82,	168,070 45	
Sinking fund, Schuylkill Navigation company		
improvement bonds, due November 1, 1880,	228,000 00	
Mine Hill railroad accounts,	98 930 96	13 735 17
	\$155 061,670 27	\$9,200,385 44
Less amount of decrease,		‡3 223,407 57
Total amount of increase,		\$5,971,977 87

* \$5,578,000 of consolidated mortgage loan held to meet the above. † \$23,990,000 of general mortgage loans held to meet the above. ‡ This represents issue price.

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. The Philadelphia and Reading Railroad Company transacts its own express business.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. No transportation companies do business between local points on Philadelphia and Reading, or branches, other than lines of cars belonging to different railroad companies interchanging business with us.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? See answer to previous question.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor. No.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

SLEEPING CARS.

Names of owners of sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates. Sleeping-cars are run, the charges for the use of the berths being collected by the New York Central Sleeping Car Company and the Pullman Palace Car Company, who are the owners of the cars.

U. S. MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service. \$79,369 70; no contracts; terms vary on the different branches.

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates

of issue, None during the year.

Date and per cent. of all cash dividends on stock

of original and consolidated companies, None during the year.

Paid in dividends,	{ Stock,	None paid.
	{ Cash,	Nothing.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,		1	2	6	2	7
Employés,	24	47	6	14	30	61
Others,	6	6	67	41	73	47
Total,	30	54	75	61	105	115

*Philadelphia and Erie.**Year ending December 31, 1884.**Officers.*

W. Hasell Wilson, President, Philadelphia, Pa.
 J. S. Vanzandt, Secretary and Treasurer, Philadelphia, Pa.

General offices at No. 233 South Fourth street, Philadelphia, Pa.

*Directors.**Residences.*

* W. Hasell Wilson, Philadelphia, Pa.
 * J. N. DuBarry, Philadelphia, Pa.
 * Wistar Morris, Philadelphia, Pa.
 * Samuel Gustine Thompson, Philadelphia, Pa.
 * John P. Wetherill, Philadelphia, Pa.
 * N. Parker Shortridge, Philadelphia, Pa.
 * Henry D. Welsh, Philadelphia, Pa.
 * William J. Howard, Philadelphia, Pa.
 * William L. Elkins, Philadelphia, Pa.
 * Edmund Smith, Philadelphia, Pa.
 † J. Bayard Henry, Philadelphia, Pa.
 † Dennis F. Dealy, Philadelphia, Pa.
 † Edwin A. Gaskill, Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Erie to Sunbury,	287.56	287.56
Length of single main track,	251.92	251.92
Length of second main track,	35.64	35.64

* Elected by stockholders.

† Elected by Philadelphia city councils.

*Philadelphia and Trenton.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
William H. Wilson, President,	Philadelphia, Pa.
James R. McClure, Secretary,	Philadelphia, Pa.
William Taylor, Treasurer,	Cambridge, N. J.

General offices at No. 233 South Fourth street, Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
G. M. Dorrance,	Bristol, Pa.
G. B. Roberts,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Alexander Biddle,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.
J. N. DuBarry,	Philadelphia, Pa.
J. P. Wetherill,	Philadelphia, Pa.
Alexander M. Fox,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
William Hasell Wilson,	Philadelphia, Pa.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Morrisville to Kensington, Philadelphia,	26.42	26.42
Length of second main track,	26.42	26.42
Length of third main track,	14.87	14.87
<i>Branches.</i>		
Tioga Street branch, from connection with P. and T. railroad in Kensington to Delaware river,	Length of road,	1.23
	Length of single track,	1.23
<i>Leased Roads.</i>		
Trenton Delaware bridge, from Morrisville, Pa., to Trenton, N. J., across the Delaware river,	Length of bridge,	0.19
	Length of double track,	0.19
Connecting Railway, from Frankford Junction to Mantua,	Length of road,	6.75
	Length of double track,	6.75

*Philadelphia and Baltimore Central.**Year ending October 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Isaac Hinckley, President,	Philadelphia.
Robert Craven, Secretary and Treasurer,	Ridley Park, Pa.
L. K. Lodge, Division Superintendent,	Media, Pa.

General offices at 233 South Fourth street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
Isaac Hinckley,	Philadelphia.
David Woelpper,	Chadd's Ford, Pa.
S. R. Dickey,	Oxford, Pa.
M. B. Hickman,	West Chester, Pa.
Edmund Smith,	Philadelphia.
N. Parker Shortridge,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from West Philadelphia to Octoraro Junction,	62.51	53.23
Length of single main track,	59.31	50.08
Length of second main track,	3.20	3.20
Branches.		
West Chester branch, from Wawa to { Length of road,	9.36	9.36
West Chester, { Length of single track,	9.36	9.36
Leased Roads.		
Chester Creek railroad, from Wawa { Length of road,	6.62	6.62
to Lamokin, { Length of single track,	6.62	6.62

ASSETS.

Construction,	\$3,759,025	08
Equipment,	447,237	54
Real estate,	304,072	37
Accounts receivable,	1,100	00
Loans and deposits,	134,074	56
Profit and loss,	46,644	76
	\$4,692,054	31
LIABILITIES.		
Capital stock,	\$2,495,650	00
Stock of original company outstanding,	3,728	81
Bonds,	2,100,000	00
Floating debt,	62,512	50
Interest on bonds,	30,163	00
	\$4,692,054	31

*Philadelphia, Wilmington and Baltimore.**Year ending October 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Isaac Hinckley, President,	Philadelphia, Pa.
Frank Thomson, Vice President,	Philadelphia, Pa.
Robert Craven, Secretary and Treasurer,	Ridley Park, Pa.
John Scott, General Solicitor,	Philadelphia, Pa.
W. H. Brown, Chief Engineer,	Philadelphia, Pa.
Charles E. Pugh, General Manager,	Philadelphia, Pa.

H. F. Kenney, General Superintendent, Ridley Park, Pa.
 H. H. Carter, Maryland Division Superintendent, Wilmington, Del.
 I. N. Mills, Delaware Division Superintendent, Clayton, Del.
 L. K. Lodge, Central Division Superintendent, Media, Pa.

General offices at 233 South Fourth street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
Isaac Hinckley,	Philadelphia, Pa.
S. M. Felton,	Philadelphia, Pa.
Jacob Tome,	Port Deposit, Md.
Charles Warner,	Wilmington, Del.
William Sellers,	Philadelphia, Pa.
Christian Febiger,	Wilmington, Del.
George B. Roberts,	Philadelphia, Pa.
Frank Thomson,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Benjamin F. Newcomer,	Baltimore, Md.
Edward Lloyd,	Tunis Mills, Md.
Skipwith Wilmer,	Baltimore, Md.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Philadelphia to Baltimore,	94.99	17.50
Length of single main track,	8.24	0.23
Length of second main track,	91.75	17.27
Branches.		
Southwark railroad, from Broad street, Philadelphia, to Almond street, Philadelphia, {	Length of road,	1.71
	Length of single track,	0.34
	Length of double track,	1.37
Newark and Delaware City railroad branch, from junction near Newark, Del., to Delaware City, Del., {	Length of road,	11.79
	Length of single track,	11.79
Brandywine branch, from junction P. and B. R. R. to Augustine Mill, {	Length of road,	2.16
	Length of single track,	2.16
New Castle and Wilmington railroad branch, from Delaware Junction, P., W. and B. R. R., to New Castle, Del., {	Length of road,	5.89
	Length of single track,	5.89
New Castle and Frenchtown railroad branch, from New Castle to junction with Delaware railroad, {	Length of road,	6.77
	Length of single track,	6.77
* Port Deposit branch, from Port Deposit, Md., to Perryville, Md., {	Length of road,	8.78
	Length of single track,	8.78
Cambridge and Seaford railroad branch, from Delaware and Maryland State line to Cambridge, . . . {	Length of road,	27.25
	Length of single track,	27.25
Leased Roads.		
Delaware railroad, from junction with N. C. and F. R. R. to Delmar, Del. {	Length of road,	83.83
	Length of single track,	83.83
Townsend branch, from Townsend to junction Q. A. and K. R. R., {	Length of road,	9.15
	Length of single track,	9.15
Smyrna branch, from Clayton, Del., to Smyrna, Del., {	Length of road,	1.27
	Length of single track,	1.27
Seaford (or Dorchester) branch, from Seaford to Delaware and Maryland State line, {	Length of road,	5.72
	Length of single track,	5.72

* Leased to the Columbia and Port Deposit railroad.

ASSETS.

Construction and equipment,	\$13,745,256 25		
Steamer "Canton," half interest,	26,259 60		
Real estate,	877,454 07		
		\$14,148,969	92
Stock and bonds,		1,904,115	98
Fuel and materials,		378,189	51
Trustees of sinking fund,		224,000	00
Accounts receivable,		267,487	86
Cash,		900,490	66
		\$17,823,253	88
LIABILITIES.			
Capital stock,		\$11,818,850	00
Mortgage loan outstanding,		1,000	00
Registered bonds,		8,500,000	00
Ground rents,		76,666	66
Ten-year notes due 1887,		60,000	00
Pay-rolls and vouchers,	\$474,323 01		
Interest and dividends,	476,778 00		
Sundry accounts,	116,667 29		
		1,067,768	30
Profit and loss,		1,299,468	92
		\$17,823,253	88

Philadelphia, Newtown and New York.

Year ending November 30, 1884.

<i>Officers.</i>	<i>Residences.</i>
James Boyd, President,	Norristown, Pa.
Howard Boyd, Secretary and Treasurer,	Norristown, Pa.
James Boyd, General Solicitor,	Norristown, Pa.
George W. Yost, General Agent,	Norristown, Pa.
William M. Geary, Superintendent,	Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
A. D. Campbell,	Philadelphia, Pa.
George de B. Keim,	Philadelphia, Pa.
John Hutchinson,	Philadelphia, Pa.
J. M. Cowden,	Norristown, Pa.
John Slingluff,	Norristown, Pa.
A. H. Seipt,	Norristown, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Philadelphia to Newtown,	20.9	20.9
Length of single main track,	20.9	20.9

ASSETS.

Construction,	\$1,900,000	00
Materials on hand,	2,055	43
Cash on hand,	4,004	25
Ledger balances,	14,493	47
Deficit,	146,484	88
	\$2,067,037	53
LIABILITIES.		
Capital stock,	\$1,200,000	00
Funded debt,	700,000	00
Balances due,	167,037	53
	\$2,067,037	53

*Philadelphia and Lehigh Valley.**Year ending December 31, 1884.**Officers, elected January 14, 1884.**Residences.*

J. N. DuBarry, President, Philadelphia, Pa.
 Albert Hewson, Secretary and Treasurer, Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

*Directors, elected January 14, 1884.**Residences.*

John P. Green, Philadelphia, Pa.
 G. B. Roberts, Philadelphia, Pa.
 N. Parker Shortridge, Wynnewood, Montgomery co., Pa.
 Edmund Smith, Philadelphia, Pa.
 Henry D. Welsh, Philadelphia, Pa.
 J. Price Wetherill, Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from a connection with the Pennsylvania Schuylkill Valley railroad, near the mouth of Perkiomen creek, to Allentown, Pa.,	40	40

*Philadelphia, Germantown and Norristown.**Year ending September 30, 1884.**Officers.**Residences.*

Winfield S. Wilson, President, Chester county, Pa.
 William W. Stephens, Secretary and Treasurer, Philadelphia, Pa.

General offices at No. 12 Philadelphia Exchange, Philadelphia, Pa.

<i>Managers.</i>	<i>Residences.</i>
Winfield S. Wilson,	Chester county, Pa.
Thomas U. Walker,	Chester county, Pa.
John Slingluff,	Norristown, Pa.
George W. Longaker,	Norristown, Pa.
I. V. Williamson,	Philadelphia, Pa.
Richard Dale,	Philadelphia, Pa.
John F. Gilpin,	Philadelphia, Pa.
John A. Brown, junior,	Philadelphia, Pa.
Edwin N. Benson,	Philadelphia, Pa.
Lewis Elkin,	Philadelphia, Pa.
Joseph W. Johnson, junior,	Philadelphia, Pa.
George H. Colket,	Philadelphia, Pa.

ASSETS.

Road account,	} Old accounts, {	\$1,139,078	84
Real estate account,		500,793	49
Equipment account,		367,988	09
Plymouth railroad account,		274,495	19
European N. A. railroad bonds,		3,000	00
Temporary loan,		6,210	00
Rent account,		32	62
Cash account,		24,331	87
		\$2,315,960	10
LIABILITIES.			
Capital stock,	} Old accounts, {	\$2,246,900	00
Contingent account,		47,535	44
Miscellaneous expense account,		37	00
Organization account,		9,080	99
Interest account,		3,438	67
Unpaid dividends,		8,988	00
		\$2,315,980	10

*Pine Creek.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Henry Sherwood, President,	Wellsboro', Pa.
George J. Magee, Vice President,	Watkins, N. Y.
William Howell, Secretary,	Antrim, Pa.
Cornelius Vanderbilt, Treasurer,	New York city.
Anton Hardt, Chief Engineer,	Wellsboro', Pa.
General offices at Wellsboro', Pa.	
<i>Directors.</i>	<i>Residences.</i>
W. H. Vanderbilt,	New York city.
W. K. Vanderbilt,	New York city.
Cornelius Vanderbilt,	New York city.
Augustus Schell, (died March 27, 1884,)	New York city.
George J. Magee,	Watkins, N. Y.
William Howell,	Antrim, Pa.
E. G. Schieffelin,	Stokesdale, Pa.
Henry Sherwood,	Wellsboro', Pa.
Walter Sherwood,	Wellsboro', Pa.
Jefferson Harrison,	Wellsboro', Pa.
Jerome B. Niles,	Wellsboro', Pa.
Anton Hardt,	Wellsboro', Pa.
John W. Bailey,	Wellsboro', Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Stokesdale Junction to Newberry Junction,	74 $\frac{1}{16}$	74 $\frac{1}{16}$
Length of single main track,	74 $\frac{1}{16}$	74 $\frac{1}{16}$

ASSETS.

Construction, real estate, &c.,	\$4,616,016	35
Accounts receivable,	218	29
Cash,	72	76
Profit and loss,	164,579	66
	\$4,780,887	06
LIABILITIES.		
Capital stock,	\$999,000	00
Funded debt,	3,500,000	00
Unfunded debt, (construction,)	117,234	64
Unfunded debt, (other,)	164,653	42
	\$4,780,887	06

*Philadelphia, Germantown and Chestnut Hill.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Henry D. Weish, President,	Philadelphia, Pa.
Albert Hewson, Secretary and Treasurer,	Philadelphia, Pa.
General offices at 233 South Fourth street, Philadelphia, Pa.	
<i>Directors, elected January 14, 1884.</i>	<i>Residences.</i>
J. N. DuBarry,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
H. H. Houston,	Philadelphia, Pa.
H. M. Phillips, (deceased,)	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Montgomery county, Pa.
J. P. Wetherill,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Germantown Junction to Chestnut Hill,	6.75	6.75
Length of single main track,	0.01	0.01
Length of second main track,	6.74	6.74

*Pickering Valley.**Year ending November 30, 1884.**Officers.*

George deB. Keim, President, Philadelphia.
 Howard Hancock, Secretary, Philadelphia.
 John Welch, Treasurer, Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

*Residences.**Directors.*

John Oberholtzer,
 Daniel Keeley,
 H. K. Brownback,
 Jacob Beerbrower,
 Samuel Butler,
 Joseph J. Tustin,
 Samuel Holman,
 James Boyd,
 Levi B. Kaler,
 Francis Hallman,
 Levi Oberholtzer,
 Morris Fussell,
 Jacob B. Latschaw,

Residences.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Phoenixville, Pa., to Byers, Pa., . . .	11.8	
Length of single main track,	11.8	

ASSETS.

Construction,	\$479,926	08
Real estate,	800	00
Cash,	83	99
Sundry debits,	2,589	42
Profit and loss,	346,656	61
	\$830,006	10
LIABILITIES.		
Capital stock,	\$95,655	00
First mortgage bonds,	332,300	00
Unfunded debt,	385,052	76
Sundry credits,	13,121	50
Coupons due April 1, 1885, (accrued,)	8,876	84
	\$830,006	10

Pittsburgh, Virginia and Charleston.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
J. N. Du Barry, President,	Philadelphia, Pa.
D. P. Corwin, Secretary and Treasurer,	Pittsburgh, Pa.
General offices at Philadelphia, Pa.	
<i>Directors.</i>	<i>Residences.</i>
George B. Roberts,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
W. J. Howard,	Philadelphia, Pa.
William L. Elkins,	Philadelphia, Pa.
D. A. Stewart,	Pittsburgh, Pa.
Charles E. Speer,	Pittsburgh, Pa.
John Scott,	Pittsburgh, Pa.
Joseph Walton,	Pittsburgh, Pa.
Thomas L. Daly,	Gibson, Pa.
George V. Lawrence,	Monongahela City, Pa.

Pittsburgh Southern.

Year ending September 30, 1884.

<i>Officers.</i>	<i>Residences.</i>
Thomas M. King, President,	Pittsburgh, Pa.
J. B. Washington, Secretary,	Pittsburgh, Pa.
W. H. Ijama, Treasurer,	Baltimore, Md.
Thomas M. King, General Superintendent,	Pittsburgh, Pa.
General offices at Pittsburgh, Pa.	
<i>Directors.</i>	<i>Residences.</i>
Thomas M. King,	Pittsburgh, Pa.
J. B. Washington,	Pittsburgh, Pa.
H. S. Burgess,	Pittsburgh, Pa.
John McCleave,	Pittsburgh, Pa.
John K. Cowen,	Baltimore, Md.
Robert Garrett,	Baltimore, Md.
Samuel Spencer,	Baltimore, Md.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh to Washington, Pa., . . .	36.20	36.20
Length of single main track,	36.20	36.20
Branches.		
Branch from Harding Junction to coal works, length of double track,	1.70	1.70
Street's Run branch, from Glenwood to Finleyville, length of single track,	15.66	15.66

Pittsburgh and Castle Shannon.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
John H. Ortman, President,	Pittsburgh, Pa.
S. Kaufman, Vice President,	Pittsburgh, Pa.
John Jahn, Secretary and Treasurer,	Pittsburgh, Pa.
S. Schoyer, junior, General Solicitor,	Pittsburgh, Pa.
James S. Devlin, Chief Engineer,	Pittsburgh, Pa.
James M. Bailey, General Superintendent,	Pittsburgh, Pa.
General offices at Pittsburgh, Pa.	

<i>Directors.</i>	<i>Residences.</i>
S. Kaufman,	Pittsburgh, Pa.
Walter Chess,	Pittsburgh, Pa.
Ernst Rohrkaste,	Pittsburgh, Pa.
Charles Kohlmeyer,	Pittsburgh, Pa.
F. N. Stuckey,	Pittsburgh, Pa.
B. J. Stenger,	Pittsburgh, Pa.
S. Gallinger,	Pittsburgh, Pa.
M. D. Hays,	Pittsburgh, Pa.
William Loeffler,	Pittsburgh, Pa.
P. F. Schuckman,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh to Castle Shannon,	6	6

ASSETS.

Railroad and franchisees,	\$185,000	00
Equipment,	31,427	50
Coal lands,	41,565	67
Real estate,	38,770	00
Live stock,	5,307	00
Office furniture,	280	00
Mortgages receivable,	1,850	33
Book accounts,	13,397	06
Bills receivable,	12,409	46
Cash,	5,650	73
Profit and loss,	216,172	86
	\$551,810	6

LIABILITIES.

Capital stock,	\$481,400	00
First mortgage bonds,	59,900	00
Coal contract,	7,826	82
Coupons unpaid,	185	50
Book accounts due,	2,496	29
	\$551,810	61

Pittsburgh and Connellsville.

Year ending September 30, 1884.

Officers.

Robert Garrett, President, Baltimore, Md.
 J. B. Washington, Secretary, Treasurer, and Auditor, Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

*Directors.**Residences.*

Robert Garrett, Baltimore, Md.
 Mendes Cohen, Baltimore, Md.
 Hugh Sisson, Baltimore, Md.
 Charles Webb, Baltimore, Md.
 William S. Bissell, Pittsburgh, Pa.
 John D. Scully, Pittsburgh, Pa.
 Charles L. Fitzhugh, Pittsburgh, Pa.
 George A. Berry, Pittsburgh, Pa.
 William Baldwin, Connellsville, Pa.
 William H. Markle, Greensburg, Pa.
 William H. Koontz, Somerset, Pa.
 C. C. Markle, West Newton, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh to Mt. Savage Junction, .	146.50	143.80
Length of single main track,	87.80	85.10
Length of second main track,	58.70	58.70
Branches.		
Brinton branch, from Port Perry to { Length of road, . .	0.90	0.90
Brinton, { Length of single track, . .	0.90	0.90
Hickman Run branch, from Hickman { Length of road, . .	2.80	2.80
to Cora Mines, { Length of single track, . .	2.80	2.80
Leased Roads.		
Mount Pleasant and Broad Ford rail- { Length of road, . .	10.00	10.00
road, from Broad Ford to Standard, . { Length of single track, . .	10.00	10.00
Fayette County branch, from Gibson to { Length of road, . .	11.70	11.70
Uniontown, { Length of single track, . .	11.70	11.70

ASSETS.

Trustees' stock subscription fund,	\$485	71
Construction,	13,741,985	15
Equipment,	470,698	49
Sinking fund, consolidated mortgage,	203,044	00
Profit and loss,	2,768,946	84
	\$17,180,110	19
LIABILITIES.		
Capital stock,	\$1,944,400	00
Scrip stock,	252	50
Stock, partly paid,	11,488	55
Consolidated mortgage, gold,	6,292,000	00
Turtle Creek Division bonds,	326,600	00
First mortgage bonds,	4,000,000	00
Real estate bonds,	100,000	00
Balance of open accounts,	212,038	94
Baltimore and Ohio Railroad Company, general account,	4,293,880	20
	\$17,180,110	19

*Pittsburgh East End.**Year ending December 31, 1894.**Officers.*

W. S. Bissell, President,	Allegheny City, Pa.
James M. Christy, Secretary,	Pittsburgh, Pa.
John D. Scully, Treasurer,	Pittsburgh, Pa.
W. L. Chalfant, General Solicitor,	Pittsburgh, Pa.
Thomas P. Roberts, Chief Engineer,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

*Residences.**Directors.*

John D. Scully,	Pittsburgh, Pa.
W. L. Chalfant,	Pittsburgh, Pa.
James H. Lindsay,	Allegheny City, Pa.
N. M. McDowell,	Allegheny City, Pa.
Wilson McCandless,	Allegheny City, Pa.
George B. Hill,	Allegheny City, Pa.
William Semple,	Allegheny City, Pa.
Joshua Rhodes,	Allegheny City, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Grand street to Pittsburgh Driving Park and Turtle creek,	9.50	9.50
Branches.		
Squirrel Hill branch, from Thirteenth Ward, Pittsburgh, to Turtle creek,	15.00	15.00

ASSETS.

Survey, construction, engineering, right of way, rent, &c.,	\$17,907	34
LIABILITIES.		
Capital stock,	\$250,000	00
Unfunded debt,	3,839	59

*Pittsburgh, Ft. Wayne and Chicago.**Year ending December 31, 1884.**Officers.**Residences.*

Louis H. Meyer, President, New York city, N. Y.
 John J. Haley, Secretary and Treasurer, Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

*Directors.**Residences.*

Louis H. Meyer, New York.
 George W. Cass, New York.
 Samuel J. Tilden, New York.
 Charles Lanier, New York.
 George B. Roberts, Philadelphia, Pa.
 John N. Hutchinson, Philadelphia, Pa.
 J. N. McCullough, Pittsburgh, Pa.
 Charles E. Speer, Pittsburgh, Pa.
 L. B. Harrison, Cincinnati, O.
 William Hooper, Cincinnati, O.
 J. L. Williams, Fort Wayne, Ind.
 L. Z. Leiter, Chicago, Ill.
 John Sherman, Washington city, D. C.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh, Pa., to Chicago, Ill., . . .	467.97	48.80
Length of single main track,	877.50	11.88
Length of second main track,	90.47	36.92
Branches.		
Cummings branch, from South Chicago to Cumminings, Ill., length of road,	1.57	
Leased Roads.		
New Castle and Beaver Valley railroad, { Length of road, . . .	14.982	14.982
from Homewood to New Castle, . . . } Length of single track,	14.982	14.982
Lawrence railroad, from Lawrence Junction, Pa., to Youngstown, Ohio, . . . } Length of road, . . .	17.98	9.36
Lawrence railroad, Canfield branch, from Canfield Junction to Foster coal bank, } Length of single track,	17.98	9.36
	4.06	
	4.06	

ASSETS.

Cost of railway, equipment, &c.,	\$39,688,421	15
Sinking fund,	4,001,050	50
Trustees of sinking fund—cash to purchase bonds,	386,849	50
Winslow, Lanier & Co., cash to pay interest and dividends,	664,780	10
Materials transferred to lessee company July 1, 1869,	468,724	84
Miscellaneous securities in hands of trustees,	213,832	19
Cash,	22,159	27
	\$45,445,817	55
LIABILITIES.		
Capital stock,	\$28,114,285	71
Funded debt,	12,510,000	00
Interest on funded debt—coupons not presented,	20,913	41
Dividends on stock not called for,	582,306	38
Balance,	4,218,312	05
	\$45,445,817	55

*Pittsburgh, Cincinnati and St. Louis.**Year ending December 31, 1884.**Officers.*

George B. Roberts, President,	Philadelphia, Pa.
J. N. McCullough, First Vice President,	Pittsburgh, Pa.
William Thaw, Second Vice President,	Pittsburgh, Pa.
Thomas D. Messler, Third Vice President and Comptroller,	Pittsburgh, Pa.
John E. Davidson, Treasurer,	Pittsburgh, Pa.
John W. Renner, Assistant Comptroller,	Pittsburgh, Pa.
A. McElevey, Auditor,	Pittsburgh, Pa.
M. C. Spencer, Assistant Treasurer,	Pittsburgh, Pa.
J. T. Brooks, General Counsel,	Pittsburgh, Pa.
M. J. Becker, Chief Engineer,	Columbus, Ohio.
James McCrea, Manager,	Columbus, Ohio.
S. B. Liggett, Secretary,	Pittsburgh, Pa.
S. W. White, Assistant Secretary,	Philadelphia, Pa.
William Stewart, General Freight Agent,	Pittsburgh, Pa.
E. A. Ford, General Passenger and Ticket Agent,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.

George B. Roberts,	Philadelphia, Pa.
J. N. McCullough,	Pittsburgh, Pa.
William Thaw,	Pittsburgh, Pa.
Thomas D. Messler,	Pittsburgh, Pa.
H. H. Houston,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
J. P. Wetherill,	Philadelphia, Pa.
W. H. Barnes,	Pittsburgh, Pa.
D. S. Gray,	Columbus, Ohio.
R. Sherrard, Jr.,	Steubenville, Ohio.
G. W. McCook,	Steubenville.
J. P. Green,	Philadelphia, Pa.

Residences.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh, Pa., to Columbus, Ohio, .	192.30	35.10
Length of single main track, including 1.3 miles leased between Pittsburgh and Washington pike,	163.70	11.40
Length of second main track,	28.60	23.67
Branch.		
Cadiz branch, from Cadiz Junction to } Length of road, . . .	8.10	
Cadiz, } Length of single track, .	8.10	
Leased and Operated Roads.		
Chartiers railway, from Mansfield, Pa., } Length of road, . . .	22.76	22.76
to Washington, Pa., } Length of single track, .	22.76	22.76
Pittsburgh, Wheeling and Kentucky } Length of road, . . .	28.04	
railroad, from Wheeling Junction to } Length of single track, .	28.04	
Benwood,		
Cincinnati and Muskingum Valley rail- } Length of road, . . .	148.45	
way, from Dresden Junction, Ohio, } Length of single track, .	148.45	
to Morrow, Ohio,		
LITTLE MIAMI RAILROAD.		
From Columbus, Ohio, to Cincinnati, } Length of road, . . .	196.19	
Ohio, } Length of single track, .	93.86	
	25.49	
From Xenia, Ohio, to Springfield, Ohio, .	Length of single track, .	19.31
From Xenia, Ohio, to Richmond, Ind., .	Length of single track, .	57.53

Pittsburgh and Lake Erie.

Year ending December 31, 1894.

<i>Officers.</i>	<i>Residences.</i>
John Newell, President,	Cleveland, O.
D. Hostetter, Vice President,	Pittsburgh, Pa.
John G. Robinson, Secretary and Treasurer,	Pittsburgh, Pa.
D. T. Watson and Knox & Reed, General Solicitors,	Pittsburgh, Pa.
R. R. McCullough, Assistant Engineer,	Pittsburgh, Pa.
W. C. Quincy, General Manager,	Pittsburgh, Pa.

General offices at No. 77 Fourth avenue, Pittsburgh, Pa.

<i>Directors.</i>	<i>Residences.</i>
John Newell,	Cleveland, O.
D. Hostetter,	Pittsburgh, Pa.
Jacob Henrich,	Economy, Pa.
James I. Bennett,	Pittsburgh, Pa.
M. W. Watson,	Pittsburgh, Pa.
J. M. Bailey,	Pittsburgh, Pa.
Herbert DuPuy,	Pittsburgh, Pa.
Ralph Bagaley,	Pittsburgh, Pa.
A. E. W. Painter,	Pittsburgh, Pa.
James M. Schoonmaker,	Pittsburgh, Pa.
John Reeves,	Beaver Falls, Pa.
J. H. Devereux,	Cleveland, O.
D. Leet Wilson,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh, Pa., to Youngstown, Ohio,	68.0	58.8
Length of single main track,	68.0	58.8
Length of second main track,	7.78	1.09
Branches.		
New Castle branch, from New Castle,	3.0	3.0
Junction to New Castle,	3.0	3.0

ASSETS.

Construction,	\$3,965,704	72
Locomotive equipment,	235,882	20
Passenger-car equipment,	96,255	35
Freight-car equipment,	786,836	75
Right of way,	515,745	35
Real estate,	383,818	15
Material on hand,	18,697	52
Cash,	70,954	97
Credit balances,	100,174	99
	\$6,174,070	00
LIABILITIES.		
Capital stock,	\$2,050,000	00
First mortgage bonds,	2,000,000	00
Scrp certificates,	615,000	00
Real estate mortgages,	193,033	12
Equipment notes,	18,426	52
Temporary loans,	300,000	00
December pay-rolls and supplies,	65,000	00
Surplus, 1879, 1880, 1881, 1882, 1883,	\$750,517 47	
Surplus, 1884,	182,072 89	
	932,590	86
	\$6,174,070	00

*Pittsburgh and Western.**Year ending November 30, 1884.*

<i>Officers.</i>	<i>Residences.</i>
James Callery, President,	Allegheny.
Solon Humphreys, Vice President,	New York.
Thomas M. King, Vice President,	Allegheny.
H. D. Campbell, Secretary and Assistant Treasurer,	Allegheny.
J. P. Curtis, Treasurer and Assistant Secretary,	New York.
George Shiras, Jr., General Solicitor,	Pittsburgh.
H. A. Schwanecke, Chief Engineer,	Allegheny.
Thomas M. King, General Manager,	Allegheny.
J. T. Johnson, Superintendent,	Allegheny.
General offices at Allegheny, Pa.	
<i>Directors.</i>	<i>Residences.</i>
James Callery,	Allegheny.
Solon Humphreys,	New York city
John W. Chalfant,	Allegheny.
M. K. Moorhead,	Pittsburgh.

A. M. Marshall,	Pittsburgh.
Thomas M. King,	Allegheny.
Robert Garrett,	Baltimore.
H. W. Oliver, Jr.,	Pittsburgh.
John T. Terry,	New York city.
Samuel Spencer,	Baltimore.
John K. Cowan,	Baltimore.
William Semple,	Allegheny.
N. S. Hill,	Baltimore.

Main Line.	Whole length in miles	Length in Penn'a
Length of main line, from Allegheny to New Castle,	63.9	63.9
Length of single main track, from Callery Junction to Mt. Jewett,	137.44	137.44
Branches.		
Duck Run branch, from Duck run to Crowthers, length of road,		3.075
Clarion branch, from Clarion Junction to Clarion, length of road,		6.2
Kane branch, from Kane Junction to Philadelphia and Erie depot, length of road,		0.7
Leased Roads.		
Pittsburgh, Cleveland and Toledo rail- road, from New Castle Junction to { Length of road,	77.9	9.8
Akron, Ohio, { Length of single track,	77.9	9.8

ASSETS.

Construction,	\$7,117,295	02
Cost of property,	7,030,646	93
Equipment,	749,884	93
Material on hand,	43,983	43
Current accounts,	828,686	60
Cash,	10,055	38
	\$15,780,552	29
LIABILITIES.		
Capital stock,	\$7,250,000	00
Bonds,	5,707,500	00
Bills payable and current accounts,	2,458,361	34
Profit and loss,	364,690	95
	\$15,780,552	29

*Pittsburgh, Chartiers and Youghiogheny.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
J. E. Schwartz, President,	Pittsburgh, Pa.
George S. Griscom, Vice President and General Manager,	Pittsburgh, Pa.
R. T. Hill, Secretary and Treasurer,	Pittsburgh, Pa.
John G. McConnell, General Solicitor,	Pittsburgh, Pa.
George S. Davison, Chief Engineer,	Mansfield Valley, Pa.
General offices at Pittsburgh, Pa.	

<i>Directors.</i>	<i>Residences.</i>
J. E. Schwartz,	Pittsburgh, Pa.
Jacob Henrici,	Economy, Pa.
Henry Hice,	Beaver, Pa.
John Reeves,	Beaver Falls, Pa.
Roger Hartley,	Pittsburgh, Pa.
B. F. Wilson,	Pittsburgh, Pa.
Edward Gregg,	Allegheny, Pa.
E. H. Stone,	Pittsburgh, Pa.
O. C. Scaife,	Allegheny, Pa.
John G. McConnell,	Pittsburgh, Pa.
William A. Robinson,	Allegheny, Pa.
William Miller,	Allegheny, Pa.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from { Chartiers to Junction No. 1, with Chartiers Valley,	7.4
{ County farm to Junction No. 2, with Chartiers Valley,	1.0
		8.4
<i>Branches.</i>		
Painter's Run branch, from Junction { Length of branch,	1.9
No. 2, to Beadling Bros. coal works,	{ Length of single track,	1.9
Thomas Run branch, from County farm { Length of branch,	4.2
to Beachmont, Pa.,	{ Length of single track,	4.2
From West Chartiers to Ohio river,	{ Length of branch,	0.7
	{ Length of single track,	0.7

Pittsburgh Junction.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
Thomas M. King, President,	Allegheny City, Pa.
Charles P. Ford, Secretary and Treasurer,	Allegheny City, Pa.
Johns McCleave, General Solicitor,	Pittsburgh, Pa.
H. A. Schwanecke, Chief Engineer,	Pittsburgh, Pa.
N. Bruce, Superintendent,	Pittsburgh, Pa.
General offices at Allegheny City, Pa.	

<i>Directors.</i>	<i>Residences.</i>
John W. Chalfant,	Allegheny City, Pa.
C. B. Herron,	Allegheny City, Pa.
James Callery,	Allegheny City, Pa.
Jacob Painter, junior,	Pittsburgh, Pa.
Reuben Miller,	Pittsburgh, Pa.
William Metcalf,	Pittsburgh, Pa.
H. W. Oliver, junior,	Pittsburgh, Pa.
Simon Beyer,	Pittsburgh, Pa.
C. L. Fitzhugh,	Pittsburgh, Pa.
Robert Garrett,	Baltimore, Md.
Samuel Spencer,	Baltimore, Md.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Laughlin station to P. and W. R. R. connection,	4.47	All.
Length of single main track, B. & O. R. R. connection to Bennett station,	4.47	All.
Length of second main track,	1.9	All.
Branches.		
River division, Thirty-third street, Pittsburgh, to Forty-third street, Pittsburgh, length of road,	1.04	All.
ASSETS.		
Franchises and property,	\$720,000	00
Cash,	7,994	64
Construction,	2,054,670	51
Equipment,	389	75
Foreign roads,	10,481	15
Individuals,	176,997	85
	\$2,970,514	00
LIABILITIES.		
Capital stock, common,	\$960,000	00
Capital stock, preferred,	480,000	00
First mortgage bonds,	1,440,000	00
Vouchers,	23,503	91
Pay-rolls,	5,207	88
Unclaimed wages,	103	06
Discharges,		60
Contingent fund,	84	25
Unpaid coupons,	43,280	00
Profit and loss,	18,384	80
	\$2,970,514	00

Pittsburgh, McKeesport and Youghiogheny.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
W. C. Quincy, President,	_____
John G. Robinson, Secretary and Treasurer,	_____
D. T. Watson and Knox & Reed, General Solicitors,	_____
W. C. Quincy, General Manager,	_____
R. W. Jones, Master Transportation,	_____
J. Wainright, Chief Engineer,	_____
General offices at No. 77 Fourth avenue.	
<i>Directors.</i>	<i>Residences.</i>
William H. Vanderbilt,	New York city.
Cornelius Vanderbilt,	New York city.
James Tillinghast,	New York city.
J. H. Devereux,	Cleveland, Ohio.
John Newell,	Cleveland, Ohio.
D. Hostetter,	Pittsburgh, Pa.
James I. Bennett,	Pittsburgh, Pa.
M. W. Watson,	Pittsburgh, Pa.
Henry Hice,	Beaver, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh to New Haven, Pa.,	56.955	56.955
Length of single main track,	56.955	56.955
Length of second main track,	8.51	8.51
Branches.		
Dickerson Run branch, from Dickerson { Length of road, . . .	4.577	4.577
Run to Clarissa mines, { Length of single track, . . .	4.577	4.577
Broadford branch, from Broadford Juno- { Length of road, . . .	0.322	0.322
tion to Broadford, { Length of single track, . . .	0.322	0.322
West Youghiogheny branch, from West { Length of road, . . .	0.2	0.2
Youghiogheny Junction to connection { with Baltimore and Ohio railroad, . . . }		
Leased Roads.		
Youghiogheny Northern railway, from { Length of road, . . .	2.0	2.0
Broadford to Summit, { Length of single track, . . .	2.0	2.0

ASSETS.

Cost of road,	\$5,607,818	48
Cash on hand,	23,755	42
Bills receivable,	58,481	10
	\$5,690,000	00
LIABILITIES.		
Capital stock,	\$3,000,000	00
First mortgage bonds,	2,250,000	00
Second mortgage bonds,	440,000	00
	\$5,690,000	00

*Plymouth.**Year ending December 8, 1884.**Officers.*

Winfield S. Wilson, President, Chester county, Pa.
 William W. Stephens, Secretary and Treasurer, Philadelphia, Pa.

General offices at No. 12 Philadelphia Exchange, Philadelphia, Pa.

*Directors.**Residences.*

James Boyd, Norristown, Pa.
 John Slingluff, Norristown, Pa.
 George W. Longaker, Norristown, Pa.
 I. V. Williamson, Philadelphia, Pa.
 Edwin Swift, Philadelphia, Pa.
 Richard Dale, Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Conshohocken to Oreland,	9.25	All.

ASSETS.

Plymouth Railroad Company, (old account,)	\$286,545	19
LIABILITIES.		
Capital stock,	\$12,050	00
Philadelphia, Germantown and Norristown Railroad Company,	274,495	19
	\$286,545	19

Point Breeze.

Year ending December 31, 1884.

Officers. *Residences.*
 William G. Warden, President, Philadelphia.
 Henry L. Davis, Secretary and Treasurer, Philadelphia.
 General offices at 307 Walnut street, Philadelphia.

Directors. *Residences.*
 Norris W. Harkness, Philadelphia.
 Henry L. Davis, Philadelphia.
 Edward P. Cooper, Philadelphia.
 Charles H. Quarles, Philadelphia.
 William G. Brown, Philadelphia.
 Thornton Pike, Lower Makefield township, Bucks county, Pa.

ASSETS.

Land account,	\$4,552	84
Expense account,	578	10
Atlantic Refining Company,	871	05
Profit and loss,	1,208	01
	\$7,200	00
LIABILITIES.		
Capital stock paid up,	\$7,200	00
	\$7,200	00

Pomeroy and Newark.

Year ending December 31, 1884.

Officers. *Residences.*
 W. H. Wilson, President, Philadelphia, Pa.
 James R. McClure, Secretary and Treasurer, Philadelphia, Pa.
 General offices at 233 South Fourth street, Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
W. H. Wilson,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John P. Wetherill,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
N. B. Shortridge,	Wynnewood, Pa.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Pomeroy, Pa., to Newark, Del., . . .	26.70	21.66
Length of single main track,	26.70	21.66

Pottsville and Mahanoy.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
J. C. Bright, President,	Pottsville, Schuylkill co., Pa.
Heber S. Thompson, Secretary and Treasurer,	Pottsville, Schuylkill co., Pa.
Guy E. Farquhar, General Solicitor,	Pottsville, Schuylkill co., Pa.
P. F. Brendlinger, Chief Engineer,	Pottsville, Schuylkill co., Pa.

General offices at Pottsville, Schuylkill co., Pa.

<i>Directors.</i>	<i>Residences.</i>
L. C. Thompson,	Pottsville, Schuylkill co., Pa.
John Phillips,	Pottsville, Schuylkill co., Pa.
Robert Allison,	Pottsville, Schuylkill co., Pa.
Frederick G. Yuengling,	Pottsville, Schuylkill co., Pa.
D. A. Smith,	Pottsville, Schuylkill co., Pa.
Heber S. Thompson,	Pottsville, Schuylkill co., Pa.

ASSETS.

Surveys and expenses,	\$13,985 85		
Real estate,	112,582 00		
Balance on hand,		\$128,547 23,112	85 16
Total,		\$149,659	51
LIABILITIES.			
Capital stock, 2,973 shares issued,		\$148,650	00
Ten per cent. on 27 shares issued,		135	00
Rents,		874	51
Total,		\$149,659	51

Reading and Columbia.

Year ending November 30, 1884.

<i>Officers.</i>	<i>Residences.</i>
G. A. Nicolls, President,	Reading.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.
Alexander M. Wilson, Superintendent,	Columbia.

General offices at 227 South Fourth street, Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
J. B. Lippincott,	Philadelphia.
I. V. Williamson,	Philadelphia.
George deB. Kelm,	Philadelphia.
Franklin A. Conly,	Philadelphia.
Joseph Wharton,	Philadelphia.
John Wanamaker,	Philadelphia.
J. N. Hutchinson,	Philadelphia.
Thomas Baumgardner,	Lancaster.
William Latimer Small,	York.
Paris Haldeman,	Chickies, Lancaster co.
Benjamin F. Hiestand,	Marietta, Lancaster co.
Adam R. Royer,	Denver, Lancaster co.

Main Line.	Whole length in feet.	Length in Penn'a.
Length of main line, from Columbia, Pa., to Sinking Spring, Pa.,	40	All.
Length of single main track,	40	
Branches.		
Manheim and Mt. Hope branch, from	Length of road, . . .	5.60
Manheim to Mt. Hope,	Length of single track, . . .	5.60
Lancaster branch, from Lancaster junction to Lancaster,	Length of road, . . .	8
	Length of single track, . . .	8
Cobeen's branch,	Length of road, . . .	1.33
	Length of single track, . . .	1.33
Haldeman's branch,	Length of road,84
	Length of single track,84
Controlled and Operated.		
Reading, Marietta and Hanover branch, from Marietta junction to Chickies,	Length of road, . . .	6.59
	Length of single track, . . .	6.59
Leased Roads.		
Quarryville branch, from Lancaster to Quarryville,	Length of road, . . .	15.25
	Length of single track, . . .	15.25

ASSETS.

Construction,	\$2,118,978	72
Equipment,	245,241	18
Real estate,	65,306	22
Material,	18,251	86
Cash,	1,176	51
Sundry debits,	239,112	79
Profit and loss, income, etc.,	869,668	06
	\$3,555,735	34
LIABILITIES.		
Capital stock,	\$958,268	09
Scrp,	105	00
First mortgage bonds, 1882-1912,	650,000	00
Second mortgage bonds, 1884-1914,	350,000	00
Debenture bonds, 1877-1917,	1,000,000	00
Real estate bonds and mortgages,	14,166	67
Unfunded debt,	248,979	81
Coupons due December 1, 1884, (accrued,)	88,750	00
Coupons due March 1, 1885, (accrued,)	8,125	00
Sundry credits,	287,841	27
	\$3,555,735	34

*Reading and Lebanon.**Five months ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
W. M. Kaufman, President,	Reading, Pa.
William G. Moore, Secretary,	Womelsdorf, Pa.
S. Bennett Cunningham, Treasurer,	Philadelphia, Pa.
General offices at Philadelphia, Pa.	

<i>Directors.</i>	<i>Residences.</i>
W. M. Kaufman,	Reading, Pa.
William G. Moore,	Womelsdorf, Pa.
James W. Deppen,	Wernersville, Pa.
John M. Schonom,	Womelsdorf, Pa.
Jacob Baney,	Myerstown, Pa.
John A. Donges,	Myerstown, Pa.
Joseph Coover,	Myerstown, Pa.
Adolphus Reinohl,	Lebanon, Pa.
Charles McFadden,	Philadelphia, Pa.

*Reading and Pottsville.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Joseph C. Bright, President,	Pottsville, Schuylkill co., Pa.
Heber S. Thompson, Secretary and Treasurer,	Pottsville, Schuylkill co., Pa.
Guy E. Farquhar, General Solicitor,	Pottsville, Schuylkill co., Pa.
P. F. Brendlinger, Chief Engineer,	Pottsville, Schuylkill co., Pa.
General offices at Pottsville, Schuylkill county, Pa.	

<i>Directors.</i>	<i>Residences.</i>
Robert Allison,	Port Carbon, Schuylkill co., Pa.
John Phillips,	Pottsville, Schuylkill co., Pa.
F. G. Yuengling,	Pottsville, Schuylkill co., Pa.
Heber S. Thompson,	Pottsville, Schuylkill co., Pa.
Lewis C. Thompson,	Pottsville, Schuylkill co., Pa.
Henry Royer,	Pottsville, Schuylkill co., Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Reading to Pottsville,	Not	stated.

ASSETS.

Surveys and expenses, \$26,001 06; real estate, \$10,549 00,	\$36,550	06
Assets,	500	00
	\$37,050	06
LIABILITIES.		
Capital stock,	\$35,135	00
Unfunded debt, incurred for construction, equipment, &c.,	1,915	06
	\$37,050	06

*Rew City and Eldred.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
John J. Carter, President,	Titusville, Pa.
John E. Ransom, Secretary,	Buffalo, N. Y.
B. W. Spencer, Treasurer,	Passaic, N. J.
General offices at Bradford, Pa.	

<i>Directors.</i>	<i>Residences.</i>
John J. Carter,	Titusville, Pa.
Lewis Emery, junior,	Bradford, Pa.
W. W. Brown,	Bradford, Pa.
A. I. Wilcox,	Bradford, Pa.
George L. Roberts,	Bradford, Pa.
R. C. Vilas,	New York, N. Y.
R. G. Taylor,	Bradford, Pa.
B. C. Williams,	Buffalo, N. Y.
J. E. Ransom,	Buffalo, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Rew City, Pa., to Eldred, Pa.,	12.16	12.16
Length of single main track,	12.16	12.16

*Ridgway and Clearfield.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
John P. Green,	Philadelphia.
G. B. Roberts,	Philadelphia.
N. P. Shortridge,	Philadelphia.
Edmund Smith,	Philadelphia.
Henry D. Welsh,	Philadelphia.
J. Price Wetherill,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Ridgway to Brockwayville,	19.59	19.59
Length of single main track,	19.59	19.59

*Ridgway and Oil City.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
E. E. Willard, President,	Ridgway, Pa.
S. A. Rote, Secretary,	Ridgway, Pa.
J. H. Hagerty, Treasurer,	Ridgway, Pa.
<i>Directors.</i>	<i>Residences.</i>
J. H. Hagerty,	Ridgway, Pa.
E. M. Rogers,	Arroyo, Pa.
John Morgan,	Ridgway, Pa.
D. F. Farrand,	Ridgway, Pa.
Frank Settelle,	Ridgway, Pa.
S. A. Rote,	Ridgway, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Ridgway to Oil City,	60	60

*Riegelsville.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
W. H. Wilson, President,	Philadelphia, Pa.
Hugh B. Ely, Secretary and Treasurer,	Beverly, N. J.
William H. Brown, Chief Engineer,	Philadelphia, Pa.
General offices at 233 South Fourth street, Philadelphia, Pa.	

<i>Directors.</i>	<i>Residences.</i>
Joseph N. DuBarry,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
R. D. Barclay,	Philadelphia, Pa.
William A. Patton,	Philadelphia, Pa.
John C. Linn, Jr.,	Philadelphia, Pa.
Clifford Stanley Linn,	Mount Holly, N. J.

*River Front.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia, Pa.
James R. McClure, Secretary and Treasurer,	Philadelphia, Pa.
General offices at 233 South Fourth street, Philadelphia, Pa.	

<i>Directors.</i>	<i>Residences.</i>
G. B. Roberts,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
S. M. Felton,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welch,	Philadelphia, Pa.
Frank Thomson,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Philadelphia and Trenton railroad to Duck street, Philadelphia,	3.62	3.62
Length of single main track,	1.35	1.35
Length of second main track,	2.27	2.27

Rochester and Pittsburgh.

Year ending September 30, 1884.

<i>Officers.</i>	<i>Residences.</i>
Walston H. Brown, President,	New York city.
Thomas F. Wentworth, Secretary,	New York city.
Frederick A. Brown, Treasurer,	New York city.
Thomas F. Wentworth, General Solicitor,	New York city.
William E. Hoyt, Chief Engineer,	Rochester, N. Y.
George E. Merchant, General Manager,	Rochester, N. Y.
James T. Gardner, General Superintendent,	Buffalo, N. Y.
C. W. Mills, Superintendent Motive Power and Machinery,	Rochester, N. Y.
John F. Dinkey, Auditor and Assistant Treasurer,	Rochester, N. Y.
I. S. Emery, General Freight and Passenger Agent,	Rochester, N. Y.

General offices at 20 Nassau street, New York, and Rochester, N. Y.

<i>Directors.</i>	<i>Residences.</i>
Walston H. Brown,	New York city.
Frederick A. Brown,	New York city.
George F. Stone,	Morristown, N. J.
Henry Day,	New York city.
Andrew Pierce,	Clifton Springs, N. Y.
A. L. Hopkins,	New York city.
George W. Parsons,	New York city.
A. Iselin, Jr.,	New York city.
W. H. Peckham,	New York city.
John H. Hall,	New York city.
F. O. French,	New York city.
James Francis,	New York city.
Alfred Roosevelt,	New York city.

<i>Main Line.</i>	Whole length in miles.	Length in Penn'a.
Length of main line, from Rochester to Walston Junction; and from Buffalo to Ashford Junction,	212.53	47.65
Length of second main track,	11.06	7.87
Length of third main track, sidings, and turnouts,	52.52	17.17
Leased Roads.		
Perry railroad, from Silver Lake Junction to Gainesville, No. 2,	1.03	None.
Brockwayville and Punxsutawney railroad, from Punxsutawney, Pa., to Snyder township; Young township, Jefferson county, Pa., to the terminus,	1.03	None.
	25	25
	25	25

ASSETS.

Construction account,	\$21,769 186	57
Equipment,	2,651,283	24
<i>Investment.</i>		
Perry railroad stock,	\$20,000 00	
Brookwayville and Punxsutawney railroad stock,	250,000 00	
Rochester and Pittsburgh Coal and Iron stock,	3,970,000 00	
Canal boats,	76,393 64	
	4,316,393	64
<i>Redemption Fund.</i>		
Consolidated first mortgage bonds to redeem income bonds,	\$985,000 00	
Rochester and Pittsburgh railroad stock to redeem outstanding Rochester and Pittsburgh Coal and Iron Company's stock,	30,000 00	
	965,000	00
Cash,	48,132	99
Material on hand,	66,149	68
Bills receivable,	58,513	09
Consolidated second mortgage bonds pledged as collateral,	1,482,500	00
Consolidated second mortgage bonds in hands of trust company unissued,	185,000	00
Accounts receivable,	69,790	87
Profit and loss:		
Deficit September 30, 1883,	\$89,476 91	
Deficit September 30, 1884,	284,321 88	
	373,798	79
	\$31,985,748	87
LIABILITIES.		
Capital stock,	\$20,000,000	00
Funded debt,	10,534,000	00
Unfunded debt,	1,451,748	87
	\$31,985,748	87

*Salisbury.**Year ending December 31, 1884.**Officers.*

William S. Bissell, President,	Pittsburgh, Pa.
J. B. Washington, Secretary and Treasurer,	Pittsburgh, Pa.
General offices at Pittsburgh, Pa.	

*Residences.**Directors.*

H. S. Burgesser,	Pittsburgh, Pa.
J. B. Caven,	Pittsburgh, Pa.
Thomas M. King,	Pittsburgh, Pa.
John B. Jackson,	Pittsburgh, Pa.
Johns McCleave,	Pittsburgh, Pa.
S. Spencer,	Baltimore, Md.
Robert Garrett,	Baltimore, Md.
William M. Clements,	Baltimore, Md.

Residences.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Salisbury Junction to West Salisbury,	8.70	8.70
Length of single main track,	8.70	8.70
Branches.		
Grassy Run branch, from Boynton mills to Salisbury Coal Company's mines, length of single track,	1.25	1.25
West Salisbury branch, from West Salisbury to Salisbury Coal Company's mines, length of single track,75	.75
Tub Mill Run branch, from West Salisbury to W. J. Smith & Co.'s mines, length of single track,50	.50

ASSETS.

Construction and equipment,	\$243,036	13
Due from other corporations, individuals and cash,	8,257	48
Profit and loss,	16,735	89
	\$268,029	50
LIABILITIES.		
Capital stock, { Common, \$104,250 00 {	\$117,800	00
{ Preferred, 13,550 00 }		
Scrip stock,	229	50
First mortgage bonds,	150,000	00
	\$268,029	50

*Schuylkill River, West Side.**Year ending 1884.**Officers.**Residences.*

S. P. Wolverton, President, Sunbury, Pa.
 Charles H. Quarles, Secretary, 227 S. Fourth street, Philadelphia, Pa.
 William A. Church, Treasurer, 227 S. Fourth street, Philadelphia, Pa.

*Directors.**Residences.*

Albert Foster, Philadelphia, Pa.
 William A. Church, Philadelphia, Pa.
 C. G. Hancock, Philadelphia, Pa.
 A. H. O'Brien, Philadelphia, Pa.
 William H. Brown, Philadelphia, Pa.
 C. H. Quarles, Philadelphia, Pa.

*Schuylkill River, East Side.**Year ending 1884.*

<i>Officers.</i>	<i>Residences.</i>
S. P. Wolverton, President,	Sunbury, Pa.
Charles H. Quarles, Secretary,	Philadelphia, Pa.
William A. Church, Treasurer,	Philadelphia, Pa.
<i>Directors.</i>	<i>Residences.</i>
Albert Foster,	Philadelphia, Pa.
W. A. Church,	Philadelphia, Pa.
C. G. Hancock,	Philadelphia, Pa.
C. H. Quarles,	Philadelphia, Pa.
A. H. O'Brien,	Philadelphia, Pa.
W. H. Brown,	Philadelphia Pa.

*Schuylkill Valley Navigation and Railroad.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
George deB. Keim, President,	Philadelphia.
P. C. Hollis, Secretary and Treasurer,	Philadelphia.
General offices at 407 Library street, Philadelphia.	
<i>Directors.</i>	<i>Residences.</i>
J. B. Lippincott,	Philadelphia.
Henry Lewis,	Philadelphia.
E. C. Knight,	Philadelphia.
J. B. Altemus,	Philadelphia.
A. Hewson,	Philadelphia.
I. V. Williamson,	Philadelphia.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Port Carbon to Reevesdale,	11.0	11.0
Length of single main track,	5.7	5.7
Length of second main track,	5.3	5.3
<i>Branches.</i>		
Port Carbon branch, from Port Carbon Valley scales to Allison's shops, } Length of road,	0.2	0.2
Eagle Hill branch, from Eagle Hill to Five Points, } Length of single track,	0.2	0.2
Novelty branch, from Heebner's cut to breaker, } Length of road,	1.34	1.34
Silver Creek branch, from New Philadelphia to Silver creek, } Length of single track,	1.34	1.34
Big Vein branch, from Middleport to colliery, } Length of road,	0.5	0.5
Coal Hill branch, from Middleport to breaker, } Length of single track,	0.5	0.5
Brockville branch, from Brockville station to Brockville,	2.4	2.4
	2.4	2.4
	1.95	1.95
	1.95	1.95
	0.2	0.2
	0.2	0.2
	0.6	0.6
	0.6	0.6

ASSETS.

Railroad,	\$576,840	94
Philadelphia and Reading Railroad Company rental tax,	16,165	12
Cash,	1,196	80
	\$594,202	36
LIABILITIES.		
Capital stock,	\$576,050	00
Unpaid dividends,	846	05
State tax,	1,440	12
Revenue account,	16,866	19
	\$594,202	36

*Shamokin, Sunbury and Lewisburg.**Year ending November 30, 1884.**Officers.*

S. P. Wolverton, President,	<i>Residences.</i> Sunbury, Pa.
Howard Hancock, Secretary,	Philadelphia, Pa.
John Welch, Treasurer,	Philadelphia, Pa.

General offices at 227 South Fourth street, Philadelphia.

*Directors.**Residences.*

A. H. Dill,	Lewisburg, Union co., Pa.
John C. Smith,	Lewisburg, Union co., Pa.
Levi Rooke,	Winfield, Union co., Pa.
H. E. Davis,	Sunbury, Pa.
Ira T. Clement,	Sunbury, Pa.
John Haas,	Sunbury, Pa.
L. H. Kase,	Sunbury, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from West Milton to Shamokin, Pa.,	31.1	All.
Length of single main track,	31.1	

ASSETS.

Construction,	\$2,601,989	48
Real estate,	14,570	00
Cash,	1,882	84
Sundry debits,	562	13
	\$2,619,004	45
LIABILITIES.		
Capital stock,	\$1,000,000	00
First mortgage bonds,	1,000,000	00
Second mortgage bonds,	500,000	00
Unfunded debt,	118,754	00
Sundry credits,	250	45
	\$2,619,004	45

Shamokin Valley and Pottsville.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
G. B. Roberts, President,	Philadelphia.
Stephen W. White, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.
General offices at 233 South Fourth street, Philadelphia.	

<i>Directors.</i>	<i>Residences.</i>
Wistar Morris,	Philadelphia.
J. N. Du Barry,	Philadelphia.
A. J. Cassatt,	Philadelphia.
Edmund Smith,	Philadelphia.
John P. Green,	Philadelphia.
N. Parker Shortridge,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Sunbury to Mt. Carmel,	27.30	27.30
Length of single main track,	27.30	27.30
Branches.		
Lancaster branch, from Lancaster Juno- { Length of road,	2.48	2.48
tion to colliery, { Length of single track,	2.48	2.48

Sharon.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
George Boyce, President,	Sharon, Pa.
John H. Dynes, Secretary,	Cleveland, Ohio.
Charles Hall, Treasurer,	Sharon, Pa.
General offices at Sharon, Pa.	

<i>Directors.</i>	<i>Residences.</i>
John J. Spearman,	Sharon, Pa.
Norman Hall,	Sharon, Pa.
E. A. Wheeler,	Sharon, Pa.
P. L. Kimberly,	Sharon, Pa.
Jonas J. Pierce,	Sharpsville, Pa.
Charles Latimer,	Cleveland, Ohio.
Fayette Brown,	Cleveland, Ohio.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Sharon to Sharon Junction,	9	9
Length of single main track,	9	9
Branches.		
Sharpsville, Wheatland, Sharon and {		
Greenfield branch, from Sharon to {	Length of road,	4
Coal Mines,	Length of single track,	4
Middlesex Extension branch, from {	Length of road,	5
Sharon to Middlesex,	Length of single track,	5

ASSETS.

Construction account,	\$528,969	59
Cash,	11,766	69
	\$540,736	28
LIABILITIES.		
Bonds payable,	\$156,000	00
Capital stock,	371,500	00
Profit and loss,	13,236	28
	\$540,736	28

*Sharpsville.**Year ending December 31, 1884.***Officers.**

	Residences.
Thomas M. King, President,	Pittsburgh, Pa.
J. B. Washington, Vice President,	Pittsburgh, Pa.
Frank Pierce, Secretary,	Sharpsville, Pa.
Charles E. Agnew, Treasurer,	Sharpsville, Pa.
Thomas M. King, General Manager,	Pittsburgh, Pa.
W. C. Agnew, Assistant General Manager,	Youngstown, Ohio.
General offices at Sharpsville, Pa.	

Directors.

	Residences.
H. S. Burgess,	Pittsburgh, Pa.
N. C. Griswold,	Pittsburgh, Pa.
J. T. Johnson,	Pittsburgh, Pa.
W. L. Scott,	Erie, Pa.
M. H. Taylor,	Erie, Pa.
J. J. Pierce,	Sharpsville, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Sharpsville to Wilmington Junction,	17	All.
Length of single main line,	17	All.
Branches.		
Neshannock branch, from Summit to Neshannock,	Length of road, 1.06	All.
Bethel branch, from Bethel to Bethel mine,	Length of single track, 1.06	All.
Lackawannock branch, from Lackawannock Junction to Lackawannock mine,	Length of road,28	All.
Furnace branch, in borough of Sharpsville,	Length of single track,28	All.
Sidings and yard tracks, from Sharpsville and on line of road,	Length of road,80	All.
	Length of single track,80	All.
	Length of road,92	All.
	Length of single track,92	All.
	Length of road, 2	All.
	Length of single track, 2	All.

ASSETS.

Construction,	\$392,012	27
Equipment,	24,083	79
Real estate,	4,110	42
Material on hand,	1,652	82
	\$421,859	30
LIABILITIES.		
Capital stock,	\$350,000	00
Bonds and notes payable,	67,320	80
Due other corporations, &c.,	422	19
Profit and loss,	4,116	31
	\$421,859	30

*Sheffield and Spring Creek.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Walter Horton, President,	Sheffield, Pa.
Jerry Crary, Secretary,	Sheffield, Pa.
Charles Sigel, Treasurer,	Sheffield, Pa.
Lane B. Schofield, General Manager,	Sheffield, Pa.
<i>Directors.</i>	<i>Residences.</i>
Walter Horton,	Sheffield, Warren co., Pa.
Jerry Crary,	Sheffield, Warren co., Pa.
Charles Sigel,	Sheffield, Warren co., Pa.
George Horton,	Sheffield, Warren co., Pa.
John McNair,	Sheffield, Warren co., Pa.
George Dickinson,	Sheffield, Warren co., Pa.
Isaac Horton,	Sheffield, Warren co., Pa.
Webb Horton,	Middletown, N. Y.
J. F. Schoellkopf,	Buffalo, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Sheffield Junction to Auguston,	5.6	

ASSETS.

Construction,	\$24,566	88
LIABILITIES.		
Capital stock paid in,	\$3,000	00
Unfunded debt,	21,566	88
	\$24,566	88

*Shenango and Allegheny.**Year ending December 31, 1884.**Officers.*

Thomas P. Fowler, Receiver and President,	New York city, N. Y.
John H. Beatty, Secretary,	Greenville, Pa.
I. D. Stinson, Treasurer,	Greenville, Pa.
James T. Blair, General Manager,	Greenville, Pa.
General offices at Greenville, Pa.	

*Residences.**Directors.*

Thomas P. Fowler,	New York city, N. Y.
James T. Blair,	Greenville, Pa.
Thomas H. Wells,	Youngstown, Ohio.
A. C. Huldekoper,	Meadville, Pa.
W. W. Reed,	Erie, Pa.
William Waugh,	Greenville, Pa.
James A. Reilly,	New York city, N. Y.

Residences.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Greenville to Hilliard,	47.0	47.0
Length of single main track,	47.0	47.0
Branches.		
Coaltown branch, from Branchton to } Length of road,	3.1	3.1
Coaltown, } Length of single track,	3.1	3.1
Bull Valley branch, from Roy to Mor- } Length of road,	2.7	2.7
ristown, } Length of single track,	2.7	2.7
South branch, from Branchton to Gom- } Length of road,	4.0	4.0
ersal, } Length of single track,	4.0	4.0
Reed branch, from Grove city to coal } Length of road,	1.7	1.7
mines, } Length of single track,	1.7	1.7
Filer branch, from Filer Station to coal } Length of road,	0.8	0.8
mines, } Length of single track,	0.8	0.8
West Penn and Shenango Connecting } Length of road,	19.6	19.6
railroad. (operated at cost,) from Coal- } Length of single track,	19.6	19.6
town Junction to Butler, } Length of sidings,	2.4	2.4

ASSETS.

Total cost of road, real estate, &c.,	\$1,565,089	98
Total cost of equipment, &c.,	278,012	76
Materials on hand,	16,896	80
Current accounts,	87,605	86
Cash on hand,	2,067	85
West Penn and Shenango Connecting Railroad Company 20 per cent. freight guarantee,	2,176	53
Profit and loss,	182,768	55
	\$2,084,618	33
LIABILITIES.		
Capital stock,	\$200,000	00
First mortgage bonds,	1,200,000	00
Bills payable,	122,380	98
Receiver's certificates,	125,349	87
Pittsburgh Car Trust Company car trust,	33,578	55
Audited vouchers, wages, &c.,	58,478	90
Interest on bonds, first issue,	52,749	00
Interest on bonds, second issue,	91,000	00
Union Coal and Coke Company, purchase of track,	23,898	89
Allegheny Coal Company, purchase of track,	4,336	05
Oliver Adams, agent car trust,	45,037	10
* Mercer Mining and Manufacturing Company,	127,808	99
	\$2,084,618	33

* Controlled by same stockholders and receiver as of S. & A. R. R. Co.

Sherrick Run.

Year ending December 31, 1884.

Officers.

H. C. Frick, President,	Pittsburgh, Pa.
Charles H. Spencer, Secretary,	Pittsburgh, Pa.
G. B. Bosworth, Treasurer,	Pittsburgh, Pa.
W. F. McCook, General Solicitor,	Pittsburgh, Pa.
Benjamin P. Howell, Chief Engineer,	Scottdale, Pa.

General offices at 104 Fifth avenue, Pittsburgh, Pa.

*Directors.**Residences.*

H. C. Frick,	Pittsburgh, Pa.
Thomas M. Carnegie,	Pittsburgh, Pa.
D. A. Stewart,	Pittsburgh, Pa.
John Walker,	Allegheny, Pa.
W. F. McCook,	Pittsburgh, Pa.
C. H. Spencer,	Pittsburgh, Pa.
G. B. Bosworth,	Pittsburgh, Pa.

*Sinnemahoning and Sheffield.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Charles R. Earley, President,	Ridgway, Pa.
O. B. Grant, Vice President,	Ridgway, Pa.
S. A. Rote, Secretary,	Ridgway, Pa.
T. L. Minier, Treasurer,	Elmira, N. Y.
Lucore & Earley, General Solicitors,	—
Charles B. Earley, Assistant Treasurer,	Ridgway, Pa.
General offices at Ridgway, Elk county, Pa.	

<i>Directors.</i>	<i>Residences.</i>
C. R. Earley,	Ridgway, Pa.
A. N. Cole,	Wellsville, N. Y.
T. L. Minier,	Elmira, N. Y.
O. B. Grant,	Ridgway, Pa.
George R. Woodward,	Ridgway, Pa.
J. H. Cochran,	Driftwood, Pa.
Joseph Cochran,	Emporium, Pa.
A. J. Applebee,	Bradford, Pa.
J. H. Selkreg,	Ithaca, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Elk and Cameron county line, on Bennett's branch, Sinnemahoning creek, to Sheffield, Pa.,	65	65

*Slate Ridge and Delta.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Foulk Jones, President,	Slate Hill, York co., Pa.
John Macomber, Secretary,	Delta, York co., Pa.
S. G. Boyd, Treasurer,	York, York co., Pa.
Horace Keesey, General Solicitor,	York, York co., Pa.
<i>Directors.</i>	<i>Residences.</i>
John Macomber,	Delta, York co., Pa.
Robert S. Parke,	Delta, York co., Pa.
Edgar Mobly,	Bryansville, York co., Pa.
John S. McElwain,	Fawn Grove, York co., Pa.
John S. Murphy,	Woodbine, York co., Pa.
H. W. Ramsay,	Delta, York co., Pa.
W. J. McCurdy,	Slate Hill, York co., Pa.
S. G. Boyd,	York, York co., Pa.
A. C. McCurdy,	Delta, York co., Pa.
Am Jones,	Fawn Grove, York co., Pa.

*Somerset and Cambria.**Year ending September 30, 1884.*

<i>Officers.</i>	<i>Residences.</i>
J. B. Washington, President,	Pittsburgh, Pa.
Welly McCullogh, Secretary,	Greensburg, Pa.
W. H. Ijams, Treasurer,	Baltimore, Md.
J. L. Randolph, Chief Engineer,	Martinsburg, W. Va.
Thomas M. King, General Superintendent,	Pittsburgh, Pa.
<i>Directors.</i>	<i>Residences.</i>
W. H. Koontz,	Somerset, Pa.
C. C. Musselman,	Somerset, Pa.
Welly McCullogh,	Greensburg, Pa.
D. J. Morrell,	Johnstown, Pa.
Robert Garrett,	Baltimore, Md.
Joshua G. Harvey,	Baltimore, Md.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Rockwood, Pa., to Johnstown, Pa., .	45.10	45.10
Length of single main track,	45.10	45.10

*Southern Pennsylvania.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Thomas B. Kennedy, President,	Chambersburg.
W. L. Ritchey, Secretary and Treasurer,	Chambersburg.
<i>Directors.</i>	<i>Residences.</i>
Thomas B. Kennedy,	Chambersburg.
George B. Roberts,	Philadelphia.
Wistar Morris,	Philadelphia.
H. D. Welsh,	Philadelphia.
H. M. Phillips,	Philadelphia.
J. N. DuBarry,	Philadelphia.
John P. Green,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from South Penn junction to Richmond, .	21	21
Length of single main track,	21	21
Branches.		
From Richmond to ore banks, { Length of road,	2	2
	2	2

*South Pennsylvania.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Robert H. Sayre, President,	Bethlehem, Pa.
Frederick J. Grotevent, Secretary and Treasurer,	Harrisburg, Pa.
Robert H. Sayre, Chief Engineer,	Bethlehem, Pa.

General offices at Harrisburg, Pa.

<i>Directors.</i>	<i>Residences.</i>
William H. Vanderbilt,	New York city.
William K. Vanderbilt,	New York city.
H. McK. Twombly,	New York city.
W. C. Whitney,	New York city.
Reon Barnes,	New York city.
George J. McGee,	Corning, N. Y.
Franklin B. Gowen,	Philadelphia, Pa.
George deB. Keim,	Philadelphia, Pa.
Richard K. Sheldon,	Philadelphia, Pa.
D. Hostetter,	Pittsburgh, Pa.
James Duffy,	Marletta, Pa.
W. T. Sanger,	Harrisburg, Pa.

*South-West Pennsylvania.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
J. N. Du Barry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
D. R. Davidson, (deceased,)	Pittsburgh.
John K. Ewing,	Uniontown.
John P. Green,	Philadelphia.
William J. Howard,	Philadelphia.
George F. Huff,	Greensburg.
William A. Patton,	Philadelphia.
G. B. Roberts,	Philadelphia.
B. F. Ruff,	Pittsburgh.
N. Parker Shortridge,	Philadelphia.
Edmund Smith,	Philadelphia.
George A. Torrence,	New Haven.
J. F. Wentling,	Greensburg.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from South-West Pennsylvania Junction to Fairchance,		44.50	44.50
Length of single main track,		44.50	44.50
Branches.			
Sewickley branch, from junction with South-West Pennsylvania railway to Tranger,	Length of road,	6.90	6.90
	Length of single track,	6.90	6.90
Stoneville branch, from junction with South-West Pennsylvania railway to terminus,	Length of road,	1.51	1.51
	Length of single track,	1.51	1.51
Boyer Run branch, from South-West Pennsylvania railway to terminus,	Length of road,	1.82	1.82
	Length of single track,	1.82	1.82
Brinker Run branch, from junction with Sewickley branch to terminus,	Length of road,	2.02	2.02
	Length of single track,	2.02	2.02
Scottdale branch, from junction with South-West Pennsylvania railway to June Bug and Texas branch,	Length of road,	1.87	1.87
	Length of single track,	1.87	1.87
Overton branch, from junction Scottdale branch to terminus,	Length of road,	1.24	1.24
	Length of single track,	1.24	1.24
June Bug branch, from junction Scottdale branch to Moorewood branch,	Length of road,	1.20	1.20
	Length of single track,	1.20	1.20
Schoonmaker branch, from June Bug branch to terminus,	Length of road,	0.46	0.46
	Length of single track,	0.46	0.46
Moorewood branch, from west end June Bug branch to Moorewood, .	Length of road,	1.25	1.25
	Length of single track,	1.25	1.25
Texas branch, from junction June Bug branch to terminus,	Length of road,	3.74	3.74
	Length of single track,	3.74	3.74
Everson and Broad Ford branch, from junction South-West Pennsylvania railway to junction with Youghiogheny railway,	Length of road,	1.90	1.90
	Length of single track,	1.90	1.90
Opossum Run branch, from junction with South-West Pennsylvania railway to terminus,	Length of road,	3.90	3.90
	Length of single track,	3.90	3.90
Mahoning branch, from junction with South-West Pennsylvania railway to terminus,	Length of road,	0.86	0.86
	Length of single track,	0.86	0.86
Morrell branch, from junction South-West Pennsylvania railway to terminus,	Length of road,	1.18	1.18
	Length of single track,	1.18	1.18
Fairchance branch, from junction South-West Pennsylvania railway to terminus,	Length of road,	1.68	1.68
	Length of single track,	1.68	1.68
Vance's Mills branch, from Vance's Mills Junction to Bute,	Length of road,	2.91	2.91
	Length of single track,	2.91	2.91

South Mountain.

Year ending December 31, 1884.

Officers.	Residences.
J. C. Fuller, President,	Philadelphia.
William H. Woodward, Secretary and Treasurer,	Pine Grove Furnace.
A. E. Lehman, Chief Engineer,	Pine Grove Furnace.
William H. Woodward, General Superintendent,	Pine Grove Furnace.
General offices at Pine Grove Furnace, Cumberland county, Pa.	

<i>Directors.</i>	<i>Residences.</i>
J. C. Fuller,	Philadelphia.
Jay Cooke,	Philadelphia.
Jay Cooke, junior,	Philadelphia.
Charles D. Barney,	Philadelphia.
Spencer Erwin,	Philadelphia.
B. J. Woodward,	Philadelphia.
John M. Butler,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Carlisle to Pine Grove Furnace, . . .	17.78	All.

State Line and Sullivan.

Four months ending April 30, 1884.

<i>Officers.</i>	<i>Residences.</i>
J. Raymond Claghorn, President,	222 West Logan square, Philadelphia.
O. A. Baldwin, Secretary,	Towanda, Pa.
George H. Lewars, Treasurer,	1020 Walnut street, Philadelphia.
I. O. Blight, Gen. Manager and Gen. Sup't, . . .	Towanda, Pa.

General offices at Towanda, Bradford county, Pa.

<i>Directors.</i>	<i>Residences.</i>
J. Raymond Claghorn,	222 West Logan square, Philadelphia.
Edward M. Davis,	Montgomery county, Pa.
Henry C. Davis,	Montgomery county, Pa.
Edward Hoopes,	1534 Arch street, Philadelphia.
N. N. Betts,	Towanda, Pa.
William S. Grant,	258 South Third street, Philadelphia.
*James L. Claghorn,	222 West Logan square, Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Monroeton to Bernice,	24	24
Length of single main track,	24	24

ASSETS.

Equipment,	\$38,800	00
LIABILITIES.		
Capital stock,	\$1,000,000	00
Funded debt,	200,000	00
Unfunded debt,	20,635	75

*Since deceased.

*Stony Creek.**Year ending October 31, 1884.**Officers.*

James Boyd, President,	Norristown, Pa.
Howard Boyd, Secretary and Treasurer,	Norristown, Pa.
James Boyd, General Solicitor,	Norristown, Pa.
George B. Boggs, Chief Engineer and General Superintendent,	Norristown, Pa.

General offices at No. 33 East Main street, Norristown, Pa.

*Residences.**Directors.*

A. R. Cox,	Norristown, Pa.
F. D. Sower,	Norristown, Pa.
Oliver G. Morris,	Line Lexington, Pa.
Samuel Dresher,	Norritonville, Pa.
David S. Heebner,	Lansdale, Pa.
Joshua Conly,	Philadelphia, Pa.
John Slingluff,	Norristown, Pa.
Henry A. Derr,	Norristown, Pa.
Daniel C. Getty,	Norristown, Pa.
E. Channing Potts,	Norristown, Pa.
J. P. Hale Jenkins,	Norristown, Pa.
John S. Heebner,	Lansdale, Pa.

Residences.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, single track, from Norristown to Lansdale,	10.8	10.3
Branches.		
Asylum branch, from Asylum Junction to State Asylum,	0.85	0.85

ASSETS.

Construction,	\$454,869	16
Equipment,	897	34
Real estate,	46,669	31
Right of way,	42,269	07
Bonds of the Agricultural Improvement Company,	800	00
Material account,	1,490	81
Cash,	11,711	48
Debits due on account of October business, &c.,	4,343	43
Income account,	330,566	22
	\$892,516	82
LIABILITIES.		
Capital stock,	\$176,100	00
Installments on stock,	884	64
Mortgage bonds,	350,000	00
Liabilities and debts due on account of October business, &c.,	345,740	52
Mortgages and ground-rents,	5,600	00
Coupons due October 1, 1884, unpaid,	12,250	00
Coupons due April 1, 1885, accrued,	2,041	66
	\$892,516	82

*Strasburg.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Henry Baumgardner, President,	Lancaster, Pa.
Thomas Baumgardner, Treasurer,	Lancaster, Pa.
General offices at Lancaster city, Pa.	

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Leaman Place to Strasburg,	4.5	4.5

*Sunbury, Hazleton and Wilkes-Barre.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.
General offices at 233 South Fourth street, Philadelphia, Pa.	

<i>Directors.</i>	<i>Residences.</i>
D. B. Cummins,	Philadelphia.
Wistar Morris,	Philadelphia.
George B. Roberts,	Philadelphia.
Edmund Smith,	Philadelphia.
J. Price Wetherill,	Philadelphia.
Henry D. Welsh,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Sunbury to Tomhicken,	43.44	43.44
Length of single main track,	43.44	43.44

*Sunbury and Lewistown.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Aaron Fries, President,	Philadelphia, Pa.
Frank S. Lewis, Secretary and Treasurer,	Philadelphia, Pa.
James H. Campbell, General Solicitor,	Philadelphia, Pa.
W. M. Phillips, Division Superintendent,	Lewistown, Pa.
<i>Directors.</i>	<i>Residences.</i>
James H. Campbell,	Philadelphia, Pa.
Stephen Greene,	Philadelphia, Pa.
John Hart,	Doylestown, Pa.
Samuel G. Lewis,	Philadelphia, Pa.
John W. Moffly,	Philadelphia, Pa.
George Shannon,	Norristown, Pa.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Lewistown to Selin's Grove Junction,	43.31	43.31
Length of single main track,	43.31	43.31

*Susquehanna and Clearfield.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
John P. Green,	Philadelphia.
Wistar Morris,	Philadelphia.
George B. Roberts,	Philadelphia.
Edmund Smith,	Philadelphia.
J. Price Wetherill,	Philadelphia.
Henry D. Welsh,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Keating to Karthaus,	22.73	22.73
Length of single main track,	22.73	22.73
Branches.		
Three Runs branch, from Three Runs { Length of road,	2.11	2.11
to Rotter's Mills, { Length of single track,	2.11	2.11

Susquehanna and Delaware River.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
Damon Y. Kilgore, President,	_____
John Keim, Secretary,	_____
James W. Masters, Treasurer,	_____
Damon Y. Kilgore, General Solicitor,	_____
Richard B. Osborne, Chief Engineer,	_____
 <i>Directors.</i>	
Franklin M. Hower,	Cherryville, Pa.
Napoleon Desh,	Jonestown, Pa.
James W. Masters,	Philadelphia, Pa.
David H. Stone,	Philadelphia, Pa.
William Johnston,	Philadelphia, Pa.
Richard B. Westbrook,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Harrisburg to Delaware river south of Water Gap,	107	All.
Length of single main track completed,	1½	
Branches.		
Berneville branch, from Straustown to Reading, length of road,	20	

Tioga.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
John King, President,	New York city.
C. C. Drake, Secretary,	Elmira, N. Y.
D. S. Drake, Treasurer,	Elmira, N. Y.
J. D. Shultz, Chief Engineer,	Blossburg, Pa.
L. H. Shattuck, Superintendent,	Blossburg, Pa.

<i>Directors.</i>	<i>Residences.</i>
John King,	New York city.
William Libbey,	New York city.
F. N. Drake,	Corning, N. Y.
C. C. Drake,	Elmira, N. Y.
H. W. Rathbone,	Elmira, N. Y.
D. S. Drake,	Elmira, N. Y.
H. D. V. Pratt,	Elmira, N. Y.
S. T. Reynolds,	Elmira, N. Y.
H. H. Cook,	New York city.
L. H. Shattuck,	Blossburg, Pa.
J. G. McCulloch,	New York city.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of line, from State Line Junction, N. Y., to Hoytville, Pa.,	62.6	56.0
Branches.		
Morris Run branch, from Morris Run, Pa., to Blossburg, Pa., length of road,	4.0	4.0
Leased Roads.		
Arnot and Pine Creek railroad, from Arnot to Hoytville, length of road,	12.0	12.0
Elmira State line railroad, from junction Northern Central rail- road, near city of Elmira, to Pennsylvania State Line, length of road,	6.6	

ASSETS.

Construction account,	\$1,467,511	02
Material on hand,	53,553	50
Accounts due from other corporations,	956,782	93
Bills receivable,	1,014,000	00
House account,	85,605	82
	\$3,527,433	27
LIABILITIES.		
Capital stock,	\$580,900	00
Funded debt,	789,500	00
Accounts due other corporations,	1,359	62
Profit and loss,	2,155,673	65
	\$3,527,433	27

*Tionesta Valley.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Walter Horton, President,	Sheffield, Pa.
Webb Horton, Vice President,	Middletown, N. Y.
Jerry Crary, Secretary,	Sheffield, Pa.
Charles Sigel, Treasurer,	Sheffield, Pa.
Isaac Horton, General Manager,	Sheffield, Pa.
George Dickinson, General Superintendent,	Sheffield, Pa.
General offices at Sheffield, Warren county, Pa.	

<i>Directors.</i>	<i>Residences.</i>
Walter Horton,	Sheffield, Pa.
Jerry Crary,	Sheffield, Pa.
Charles Sigel,	Sheffield, Pa.
George Dickinson,	Sheffield, Pa.
George Horton,	Sheffield, Pa.
Isaac Horton,	Sheffield, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Sheffield to Sheffield Junction, length of single track,		13.0
Branches.		
James branch, from Brookston to James mill, length of single track,		2.0
Leased Roads.		
Cherry Grove railroad, from Sheffield to Garfield, length of single track,		11.0
Sheffield and Spring creek, from Sheffield Junction to Augustville, length of double track,		5.6

ASSETS.

Fifteen miles track,	\$60,000	00
Two engines,	10,000	00
Two coaches,	4,000	00
Seventy-two freight cars,	14,400	00
Engine-house and buildings,	1,000	00
One engine, Cherry Grove,	5,000	00
Twenty-five freight cars and one caboose,	5,100	00
Other accounts—right of way, &c.,	7,131	31
Shrinkage in value,	60,000	00
	\$166,631	31
LIABILITIES.		
Capital stock,	\$100,000	00
Unfunded debt,	66,631	31
	\$166,631	31

*Tionesta and Clarion.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
J. W. Jones, President,	Philadelphia, Pa.
Ensign Bennett, Vice President,	Buffalo, N. Y.
J. R. Trimble, Secretary and Treasurer,	Philadelphia, Pa.
R. D. McCreary, Chief Engineer,	—

General offices at 242 South Third street, Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
George F. Tyler,	Philadelphia, Pa.
E. A. Rollins,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.
C. H. Clark,	Philadelphia, Pa.
H. M. Sill,	Philadelphia, Pa.
J. R. Trimble,	Philadelphia, Pa.
A. N. Martin,	Summit, N. J.
H. A. V. Post,	New York, N. Y.
Charles C. Pomeroy,	New York, N. Y.

Tresckow.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
F. C. Yarnall, President,	Overbrook, Pa.
S. Shepherd, Secretary and Treasurer,	Philadelphia, Pa.

General offices at Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
J. S. Harris,	Philadelphia, Pa.
E. W. Clark,	Philadelphia, Pa.
George Whitney,	Philadelphia, Pa.
Edward Lewis,	Philadelphia, Pa.
E. Hill,	Philadelphia, Pa.
C. F. Howell,	Philadelphia, Pa.

ASSETS.

Construction account,	\$232,897	51
	<u>\$232,897</u>	<u>51</u>
LIABILITIES.		
Capital stock, 2,600 shares,	\$130,000	00
Due the Lehigh Coal and Navigation Company,	102,897	51
	<u>\$232,897</u>	<u>51</u>

Turtle Creek and Allegheny River.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
William A. McIntosh, President,	Pittsburgh.
Thomas M. Carnegie, Vice President,	Pittsburgh.
John Walker, Secretary,	Pittsburgh.
James J. Donnell, Treasurer,	Pittsburgh.

<i>Directors.</i>	<i>Residences.</i>
William A. McIntosh,	Pittsburgh.
Thomas M. Carnegie,	Pittsburgh.
John Walker,	Pittsburgh.
John W. Vandevort,	Pittsburgh.
James J. Donnell,	Pittsburgh.
Frank Semple,	Pittsburgh.

Tyrone and Clearfield.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.
General offices at 233 South Fourth street, Philadelphia.	

<i>Directors.</i>	<i>Residences.</i>
John P. Green,	Philadelphia.
Wistar Morris,	Philadelphia.
Henry M. Phillips, (deceased,)	Philadelphia.
G. B. Roberts,	Philadelphia.
N. P. Shortridge,	Philadelphia.
Edmund Smith,	Philadelphia.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Vail to terminus,	45.69	45.69
Length of single main track,	41.96	41.96
Length of second main track,	3.73	3.73
<i>Branches.</i>		
Moshannon branch, from Osceola	11.43	11.43
Junction to Vulcan,	6.85	6.85
Coal Run branch, from Coal Run	4.58	4.58
Junction to terminus,	3.52	3.52
Morgan's Run branch, from Morgan's	4.05	4.05
Run Junction to terminus,	4.05	4.05
Goss Run, No. 1, branch, from Goss	1.91	1.91
Run Junction to terminus,	1.91	1.91
Goss Run, No. 2, branch, from Goss	1.64	1.64
Run Junction, No. 2, to terminus,	1.64	1.64
Goss Run, No. 3, branch, from Goss	1.42	1.42
Run Junction, No. 3, to terminus,	1.42	1.42
Houtzdale branch, from Houtzdale	0.74	0.74
Junction to terminus,	0.74	0.74
Mapleton, No. 1, branch, from Mapleton Junction to terminus,	3.16	3.16
Crowell, or Mapleton, No. 2, branch, from Mapleton Junction, No. 2, to terminus,	2.24	2.24
Phillipsburg branch, from Phillipsburg Junction to Morrisdale,	3.49	3.49
Moshannon and Clearfield railroad branch, from Moshannon and Clearfield Junction to terminus,	7.20	7.20
Leskie branch, from Leskie Junction to Leskie colliery,	1.31	1.31

*Warren and Farnsworth Valley.**Year ending December 31, 1884.**Officers.*

M. Waters, President,	Warren, Pa.
M. B. Dunham, Vice President,	Warren, Pa.
J. P. Jefferson, Secretary,	Warren, Pa.
A. D. Wood, Treasurer and General Manager,	Warren, Pa.
Wetmore, Noyes & Hinckley, General Solicitors,	Warren, Pa.
General offices at Warren, Pa.	

*Residences.**Directors.*

T. Struthers,	Warren, Pa.
L. D. Wetmore,	Warren, Pa.
J. H. Eddy,	Warren, Pa.
C. W. Stone,	Warren, Pa.
A. J. Hazeltine,	Warren, Pa.
M. Beecher,	Warren, Pa.
F. Henry,	Warren, Pa.
F. H. Rockwell,	Warren, Pa.
M. B. Dunham,	Warren, Pa.
J. A. Cadwallader,	Titusville, Pa.

Residences.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Clarendon to Vandergrift,	10.05	10.05
Length of single main track,	10.05	10.05
Branches.		
Garfield branch, from Junction to Gar- field,	Length of road, . . . Length of single track,	1.12 1.12
Dunham's Mill branch, from Junction to Dunham's Mill,	Length of road, . . . Length of single track,	4.09 4.09

ASSETS.

Construction,	\$123,431	71
Equipment,	44,917	77
	\$168,349	48
LIABILITIES.		
Capital stock,	\$75,000	00
Funded debt,	64,000	00
Unfunded debt,	18,520	00
	\$157,520	00

*Waynesburg and Washington.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
J. F. Temple, President,	Waynesburg, Pa.
J. A. J. Buchanan, Vice President,	Waynesburg, Pa.
James E. Sayers, Vice President,	Waynesburg, Pa.
C. A. Black, Vice President,	Waynesburg, Pa.
Uriah Inghram, Vice President,	Waynesburg, Pa.
J. G. Ritchie, Secretary,	Waynesburg, Pa.
L. J. Braden, Treasurer,	Waynesburg, Pa.
P. A. Knox, General Solicitor,	Waynesburg, Pa.
C. E. Bower, General Superintendent,	Waynesburg, Pa.

General offices at Waynesburg, Greene county, Pa.

<i>Directors.</i>	<i>Residences.</i>
Demas McCollum,	Waynesburg, Pa.
W. T. Lantz,	Waynesburg, Pa.
Bazel Gordon,	Waynesburg, Pa.
Aaron Day,	Waynesburg, Pa.
D. A. Spragg,	Waynesburg, Pa.
R. A. McConnell,	Waynesburg, Pa.
Jacob Swart,	Hopkins' Mills, Pa.
Julius Le Moyne,	Washington, Pa.
J. G. Ritchie,	Waynesburg, Pa.
Samuel Luse,	Waynesburg, Pa.
Thomas Hook,	Waynesburg, Pa.
Thomas W. Sayers,	Waynesburg, Pa.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Waynesburg to Washington,	28.3	All.
Length of single main track,	28.3	All.

ASSETS.

Construction,	\$162,271	57
Equipment,	38,533	79
Real estate,	4,800	00
Bills receivable,	454	00
Material on hand,	836	50
Cash in hands of treasurer,	2,494	20
	\$208,890	06

LIABILITIES.

Capital stock paid in,	\$101,364	97
Funded debt,	98,900	00
Bills payable,	2,462	44
Profit and loss,	1,162	65
	\$203,890	06

West Chester and Phoenixville.

Year ending 1884.

251 SOUTH THIRD STREET,
PHILADELPHIA, April 7, 1885.

Honorable J. SIMPSON AFRICA,

Secretary of Internal Affairs, Harrisburg. Pa :

DEAR SIR: The report of the West Chester and Phoenixville Railroad Company is substantially the same as last year, *i. e.*, matters stand in *statu quo* other than the question of cost, which has been increased by interest account, and now stands thirteen thousand eight hundred and thirty-nine dollars and eighty-nine cents (\$13,839 89.)

For further information, I beg to refer to our very full report to your predecessor for the year 1881, pages 908 to 911, inclusive, and remain,

Respectfully yours,

WEST CHESTER AND PHOENIXVILLE RAILROAD COMPANY.

By WILLIAM E. LOCKWOOD,

President.

Western Maryland.

Year ending September 30, 1884.

Officers.

<i>Officers.</i>	<i>Residences.</i>
J. M. Hood, President, Chief Engineer, General Manager, and General Superintendent,	Baltimore.
John S. Harden, Secretary and Treasurer,	Baltimore.
Marshall & Hall, General Solicitors,	Baltimore.
General offices at Baltimore.	

Directors.

Residences.

William A. Boyd,	Baltimore.
Christian Devries,	Baltimore.
T. Edward Hambleton,	Baltimore.
E. G. Hipsley,	Baltimore.
James W. McElroy,	Baltimore.
William S. Rayner,	Baltimore.
Samuel H. Tagart,	Baltimore.
James C. Wheeden,	Baltimore.
Joshua Biggs,	Frederick county.
George W. Harris,	Washington county.
C. W. Humrichouse,	Washington county.
J. K. Longwell,	Carroll county.
Edward Worthington,	Baltimore.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Baltimore to Williamsport, Md., . . .	90	.50
Length of single main track,	90	
Leased Roads.		
Baltimore and Cumberland Valley railway, from Edgemont, Md., to Pennsylvania State line, . . .	Length of road,	3.03
Baltimore and Cumberland Valley railroad, from Maryland State line to Waynesboro',		
Baltimore and Cumberland Valley railroad extension,	Length of single track,	4.55
	Length of road,	26.02

ASSETS.

To cost of old road and appurtenances,	\$2,412,954	46
To cost of new road and appurtenances paid out of construction fund,	\$1,875,000 00	
To cost of new road and appurtenances paid out of general revenue,	8,580 58	
	1,883,580	58
To equipment and betterments,	687,630	11
To sinking fund, second mortgage,	30,000	00
To balance due by other roads,	7,277	02
To material on hand,	13,245	86
To cash on hand,	80,631	80
	\$5,065,318	78

LIABILITIES.

By first mortgage, unindorsed,	\$400,000 00	
By first mortgage, indorsed by city,	200,000 00	
	\$600,000	00
By preferred second mortgage,	600,000	00
By second mortgage, indorsed by city,	\$300,000 00	
By second mortgage, indorsed by Washington county,	300,000 00	
	600,000	00
By third mortgage, indorsed by city,	875,000	00
By fourth mortgage, city stock received, (no bonds issued,)	1,000,000	00
By bills payable, (equipment notes,)	290,627	37
By stock subscriptions,	682,750	00
By improvement loan,	51,547	51
By improvement account from sale of old rails,	14,620	79
By Hagerstown improvement,	11,927	90
By loan account, (for car sheds,)	5,000	00
By general revenue,	333,845	21
	\$5,065,318	78

*Western Pennsylvania.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
J. N DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.
General offices at 233 South Fourth street, Philadelphia.	

<i>Directors.</i>	<i>Residences.</i>
Wistar Morris,	Philadelphia.
G. B. Roberts,	Philadelphia.
Edmund Smith,	Philadelphia.
John P. Green,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bolivar to Allegheny City,	75.57	75.57
Length of single main track,	70.37	70.37
Length of second main track,	5.20	5.20
Branches.		
Butler branch, from Butler Junction { Length of road,	21.05	21.05
to Butler, { Length of single track,	21.05	21.05

*West Penn and Shenango Connecting.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
James T. Blair, President,	Greenville, Pa.
I. D. Stinson, Secretary and Treasurer,	Greenville, Pa.
General offices at Greenville, Pa.	

<i>Directors.</i>	<i>Residences.</i>
John P. Green,	Philadelphia, Pa.
A. H. Steele,	Titusville, Pa.
John M. Thompson,	Butler, Pa.
W. H. Garrett,	Greenville, Pa.
W. C. Stinson,	Erie, Pa.
J. A. Stranahan,	Mercer, Pa.
J. N. DuBarry,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Coaltown Junction to Butler,	19.6	19.6
Length of single main track, All single track.		
Length of sidings,	2.4	2.4

*Wheeling, Pittsburgh and Baltimore.**Year ending September 30, 1884.*

<i>Officers.</i>	<i>Residences.</i>
J. B. Washington, President,	Pittsburgh, Pa.
W. W. Smith, Secretary,	Washington, Pa.
W. H. Ijama, Treasurer,	Baltimore, Md.
J. L. Randolph, Chief Engineer,	Martinsburg, W. Va.
General offices at Pittsburgh, Pa.	

<i>Directors.</i>	<i>Residences.</i>
S. Spencer,	Baltimore, Md.
Johns McCleave,	Pittsburgh, Pa.
H. S. Burgess,	Pittsburgh, Pa.
William Workman,	Washington, Pa.
W. W. Smith,	Washington, Pa.
W. C. King,	Washington, Pa.

<i>Main Line.</i>	<i>Whole length in miles</i>	<i>Length in Penn'a.</i>
Length of main line, from Washington, Pa., to Wheeling, W. Va.,	32.20	17
Length of single main track,	32.20	17

*Williamsport and Clearfield.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Cornelius V. Sidell, President,	New York city, N. Y.
Charles D. Ingersoll, Secretary and Treasurer,	New York city, N. Y.
General offices at 522 Walnut street, Philadelphia.	

<i>Directors.</i>	<i>Residences.</i>
Cornelius V. Sidell,	New York city, N. Y.
Henry Crosky,	Philadelphia, Pa.
H. W. Albertson,	Philadelphia, Pa.
Richard W. Clay,	Philadelphia, Pa.
A. H. Williams,	Philadelphia, Pa.
C. D. Riley,	Philadelphia, Pa.
M. K. King,	Norfolk, Va.
William D. Hornblower,	New York city, N. Y.
C. D. Ingersoll,	New York city, N. Y.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Jersey to Clearfield,	70	All.

*Williamsport and North Branch.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Benjamin G. Welch, President,	Hughesville, Pa.
DeWitt Bodine, Vice President,	Hughesville, Pa.
B. Harvey Welch, Secretary,	Hughesville, Pa.
C. William Woddrop, Treasurer,	Hughesville, Pa.
Benjamin G. Welch, General Manager,	Hughesville, Pa.

General offices at Hughesville, Lycoming county, Pa.

<i>Directors.</i>	<i>Residences.</i>
John H. Dye,	Philadelphia, Pa.
Robert England,	Philadelphia, Pa.
Nathaniel Barr,	Philadelphia, Pa.
Thomas B. Reeves,	Philadelphia, Pa.
William J. Paul,	Philadelphia, Pa.
T. Nelson Davis,	Philadelphia, Pa.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from Halla, Pa., to Bernice, Pa.,	40	40

*Wilmington and Northern.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Col. H. A. DuPont, President,	Near Wilmington, Del.
P. S. Ermold, Secretary and Treasurer,	Reading, Pa.
F. L. Hills, Chief Engineer,	Wilmington, Del.
A. G. McCausland, Superintendent,	Wilmington, Del.

General offices at Wilmington, Del., and Reading, Pa.

<i>Directors.</i>	<i>Residences.</i>
Col. H. A. DuPont,	Near Wilmington, Del.
George Brooke,	Birdsboro', Pa.
Charles Huston,	Coatesville, Pa.
A. L. Foster,	Near Wilmington, Del.
Richard Elias Ely,	New Hope, Bucks co., Pa.
John S. Gerhart,	Philadelphia, Pa.
William DuPont,	Near Wilmington, Del.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Wilmington, Del., to Birdsboro', Pa.,	63.6	51.6
Length of single main track,	63.6	51.6
Branches.		
Reading branch, from Birdsboro', Pa.,	Length of road,	6.9
to High's Junction,	Length of single track,	6.9
French Creek branch, from Spring-	Length of road,	5.9
field, Pa., to St. Peter's, Pa.,	Length of single track,	5.9
Rockland Mills branch, from DuPont,	Length of road,	1.0
Del., to Rockland, Del.,	Length of single track,	1.0
Kentmere Branch, from junction with	Length of road,	2.27
main line near Silver Brook, Del.,	Length of single track,	2.27
to Kentmere, Del.,		
Delaware River Extension branch,	Length of road,	3.5
from junction with main line near	Length of single track,	3.5
Wilmington and Northern railroad		
wharf, Wilmington, Del., to Dela-		
ware river, Del.,		
Christiana Avenue branch, from junc-	Length of road,	1.87
tion with Delaware River Exten-	Length of single track,	1.87
sion to Third street bridge, Wil-		
mington, Del.,		
South Walnut Street branch, from	Length of road,	1.07
junction with Delaware River Ex-	Length of single track,	1.07
ension to Market street bridge,		
Wilmington, Del.,		
Water Street branch, from junction	Length of road,	1.0
with main line near Cedar street,	Length of single track,	1.0
Wilmington, to French street, Wil-		
mington, Del.,		

ASSETS.

Railroad, main line,	\$1,115,948	25
Reading branch,	81,217	61
Delaware River Extension branch,	95,802	22
French Creek branch,	50,005	26
Rockland Mills branch,	22,157	90
Christiana Avenue branch,	22,082	14
Water Street branch,	15,981	53
South Walnut Street branch,	12,858	08
Kentmere branch,	89,661	49
Equipment—rolling stock,	162,126	08
Equipment—office and station furniture,	2,872	18
Real estate,	42,777	95
Depots and buildings,	37,069	40
Engine-houses and turn-tables,	9,995	39
Stationary machinery,	4,934	58
Telegraph line,	3,765	50
Water stations,	8,478	69
Materials on hand,	12,001	08
Tools on hand,	8,056	88
Cash on hand,	9,545	88
SUNDRY ASSETS.		
Amounts due by station agents,	\$19,643 40	
Amounts due by telegraph operators,	49 14	
Amounts due by United States Post-office Department,	781 04	
Amounts due by railroad companies,	16,084 28	
Amount Kentmere branch bond bought,	500 00	
	37,057	88
	\$1,839,390	40

LIABILITIES.		
Capital stock, (25,561 shares,)	\$1,278,050	00
Bonds—French Creek branch, coupon bonds,	29,000	00
Bonds—Rockland Mills branch, coupon bonds,	10,200	00
Bonds—Delaware River Extension branch, registered bonds,	100,000	00
Bonds—Kentmere branch, registered bonds,	89,500	00
Bond and mortgage account,	15,500	00
Profit and loss account,	280,800	81
Amounts due sundry railroads, on December account,	\$8,782	87
Amounts due sundry vouchers, on December account,	24,782	89
Amounts due Commonwealth of Pennsylvania for taxes,	2,774	83
	36,339	59
	\$1,839,390	40

Wind Gap and Delaware.

Year ending December 31, 1884.

Officers.	Residences.
F. C. Yarnall, President,	Overbrook, Pa.
S. Shepherd, Secretary and Treasurer,	Philadelphia.
General offices at Philadelphia, Pa.	
Directors.	Residences.
J. S. Harris,	Philadelphia.
George Whitney,	Philadelphia.
S. Shepherd,	Philadelphia.
E. Hill,	Philadelphia.
E. W. Clark, junior,	Philadelphia.
C. F. Howell,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pen Argyl to Stroudsburg,	17	17
Length of single main track laid,	4	4
Branches.		
Bangor branch, from Pen Argyl to { Length of road,	5	5
Bangor, { Length of single track,	5	5

ASSETS.

Construction account,	\$60,395	73
	\$60,395	73
LIABILITIES.		
Capital stock,	\$50,000	00
Due the Lehigh Coal and Navigation Company,	10,395	73
	\$60,395	73

*York and Peach Bottom.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
C. R. McConkey, President,	Peach Bottom, Pa.
F. G. Metzgar, Secretary,	York, Pa.
E. G. Smyser, Treasurer,	York, Pa.
W. F. Bay Stewart, General Solicitor,	York, Pa.
S. M. Manifold, General Superintendent,	York, Pa.
General offices at York, Pa.	

<i>Directors.</i>	<i>Residences.</i>
George S. Billmeyer,	York, Pa.
John Humphrey,	West Bangor, Pa.
Harry Keyser,	Airville, Pa.
Michael Schall,	York, Pa.
John H. Small,	York, Pa.
Edward G. Smyser,	York, Pa.

<i>Main Line.</i>	<i>Whole length in miles.</i>	<i>Length in Penn'a.</i>
Length of main line, from York to Peach Bottom,	40	40

LIABILITIES.

Capital stock,	\$247,550	00
Funded debt,	230,200	00
Unfunded debt,	44,844	08

*Youghiogeny and Elizabeth.**Year ending November 1, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Charles C. Johnson, President,	Meadville, Pa.
H. D. Zweldinger, Secretary,	Pittsburgh, Pa.
John Musgrave, Treasurer,	Pittsburgh, Pa.
F. Schwartz, Chief Engineer,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

<i>Directors.</i>	<i>Residences.</i>
C. C. Johnson,	Meadville, Pa.
W. K. Gillespie,	Allegheny, Pa.
E. M. Johnson,	Pittsburgh, Pa.
Joshua Rhodes,	Pittsburgh, Pa.
John Musgrave,	Pittsburgh, Pa.
John Blyth,	West Newton, Pa.
R. W. Johnson,	New York, N. Y.

*Youghiogheny Northern.**Year ending December 31, 1884.**Officers.*

Thomas Mellon, President,	Pittsburgh, Pa.
W. F. McCook, Secretary,	Pittsburgh, Pa.
A. M. Thorne, Treasurer,	Pittsburgh, Pa.

Residences.

General offices at 104 Fifth avenue, Pittsburgh, Pa.

Directors.

Thomas Mellon,	Pittsburgh, Pa.
H. C. Frick,	Pittsburgh, Pa.
E. M. Ferguson,	Pittsburgh, Pa.
Walton Ferguson,	Pittsburgh, Pa.
John Walker,	Allegheny, Pa.
Thomas M. Carnegie,	Pittsburgh, Pa.
George Lander,	Pittsburgh, Pa.

Residences.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Broad Ford to Summit,	2,333	2,333

ASSETS.

Right of way and construction,	\$400,000	00
	\$400,000	00
LIABILITIES.		
Capital stock,	\$400,000	00
	\$400,000	00

PASSENGER RAILWAY REPORTS.



PASSENGER RAILWAY REPORTS.

*Allentown.**Year ending October 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Samuel Lewis, President,	Allentown, Pa.
Joseph E. Balliet, Secretary and Treasurer,	Allentown, Pa.
Edwin Yeeger, General Superintendent,	Allentown, Pa.

General office at Allentown, Pa.

<i>Directors.</i>	<i>Residences.</i>
Samuel Lewis,	Allentown, Pa.
William Saeger,	Allentown, Pa.
John D. Stiles,	Allentown, Pa.
Reuben P. Steckel,	Allentown, Pa.
Charles W. Cooper,	Allentown, Pa.

ASSETS.

Construction,	\$24,992	04
Coach line,	1,712	50
Car account,	7,120	57
Live stock,	4,128	75
Real estate,	18,063	11
Tools,	148	71
Harness,	366	77
Furniture,	15	00
Profit and loss,	1,229	37
Cash,	483	18
	\$58,260	00
LIABILITIES.		
Capital stock,	\$45,260	00
Mortgage payable,	10,000	00
Bills payable,	3,000	00
	\$58,260	00

*Bradford and Kendall.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
James Broder, President,	Bradford, Pa.
N. B. Parsons, Secretary,	Bradford, Pa.
E. Parsons, Treasurer, General Manager, and General Superintendent,	Bradford, Pa.

<i>Directors.</i>	<i>Residences.</i>
James Broder,	Bradford, Pa.
George R. Wetmore,	Warren, Pa.
George A. Berry,	Bradford, Pa.
Thomas Conneely,	Bradford, Pa.
E. Parsons,	Bradford, Pa.

ASSETS.

Construction account,	\$12,595 84		
Sundry expenses,	16,879 92		
Property account,	4,968 57		
Dividends paid,	8,589 00		
		\$42,533	33
Cash,		1,497	24
		\$44,030	57
LIABILITIES.			
Capital stock,		\$12,000	00
Stock authorized by vote,		100	00
Receipts of road,		31,930	57
		\$44,030	57

*Central.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
George I. Whitney, President,	Pittsburgh.
F. L. Stephenson, Secretary and Treasurer,	Pittsburgh.
R. G. Herron, General Superintendent,	Pittsburgh.
General offices at Pittsburgh, Pa.	

<i>Directors.</i>	<i>Residences.</i>
George I. Whitney,	Pittsburgh.
L. H. Williams,	Pittsburgh.
Robert K. Wilson,	Pittsburgh.
F. L. Stephenson,	Pittsburgh.
R. G. Herron,	Pittsburgh.
Jesse H. Lippincott,	Pittsburgh.
James H. Reed,	Pittsburgh.

ASSETS.

Construction,	\$96,160	21
Equipment,	41,426	55
Profit and loss,	267	80
	\$137,854	56
LIABILITIES.		
Capital stock,	\$100,000	00
Bonds,	17,000	00
Floating debt,	20,854	56
	\$137,854	56

*Chester Street.**Year ending December 31, 1884.**Officers.*

Richard Peters, junior, President,	Thurlow, Pa.
Hugh Shaw, Vice President,	Chester, Pa.
E. Mitchell Cornell, Secretary and Manager,	Chester, Pa.
Samuel A. Dyer, Treasurer,	Chester, Pa.
General offices at Chester, Pa.	

*Residences.**Directors.*

William Appleby,	Chester, Pa.
J. Frank Black,	Chester, Pa.
William S. Blakeley,	Chester, Pa.
Samuel A. Dyer,	Chester, Pa.
Thomas J. Houston,	Chester, Pa.
George B. Lindsay,	Chester, Pa.
Richard Peters, junior,	Thurlow, Pa.
Hugh Shaw,	Chester, Pa.
F. W. Thomas,	Chester, Pa.
Robert Wetherill,	Chester, Pa.
Richard Wetherill,	Chester, Pa.

Residences.

ASSETS.

Construction—real estate,	\$17,251 27		
Construction—road,	47,576 99		
Construction—equipment,	24,757 61		
Cash,		\$89,585	87
		5,500	32
		\$95,086	19
LIABILITIES.			
Capital stock,		\$80,000	00
Profit and loss,		15,086	19
		\$95,086	19

*Citizens'.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
John McCarty, President,	Philadelphia.
John Q. Adams, Secretary and Treasurer,	Philadelphia.
J. Clarence Williams, General Superintendent,	Philadelphia.

General offices at north-west corner Twelfth and Susquehanna avenue, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
William McClary,	Philadelphia.
Charles E. Ellis,	Philadelphia.
John H. McIlwain,	Philadelphia.
Charles T. Colladay,	Philadelphia.
Richard M. Hartley,	Philadelphia.

ASSETS.

Construction, equipment, and real estate,	\$500,211	14
Surplus fund,	58,274	98
	\$558,486	12
LIABILITIES.		
Capital stock,	\$192,500	00
Surplus, reserve and profit and loss, all of which, except \$58,274 98, has been expended in construction, equipment, and real estate, . .	365,986	12
	\$558,486	12

*Citizens'.**Year ending October 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
John G. Holmes, President,	Allegheny, Pa.
Charles M. Gormly, Secretary,	Allegheny, Pa.
James J. Donnell, Treasurer,	Allegheny, Pa.
Murry A. Verner, General Superintendent,	Pittsburgh, Pa.

<i>Directors.</i>	<i>Residences.</i>
John G. Holmes,	Allegheny, Pa.
James Verner,	Pittsburgh, Pa.
John B. Jackson,	Pittsburgh, Pa.
William R. Holmes,	Pittsburgh, Pa.
Lewis Peterson, (deceased,)	Allegheny, Pa.

ASSETS.

Construction,	\$150,674	84
Equipment,	78,595	48
Real estate,	107,083	84
Sharpsburg and Lawrenceville bridge stock,	2,200	00
Cash balance,	19,653	04
Material on hand,	1,129	00
Miscellaneous,	1,281	68
	\$360,617	83
LIABILITIES.		
Capital stock,	\$200,000	00
Bond account,	50,000	00
Mortgage account,	4,000	00
Bills payable,	19,000	00
Sundry accounts,	1,856	05
Surplus fund,	65,761	23
Dividends,	20,000	00
	\$360,617	83

City.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
John P. Levan, President,	Altoona, Pa.
L. B. Reifsnelder, Secretary and Treasurer,	Altoona, Pa.
John J. Buch, Superintendent,	Altoona, Pa.
General offices at Altoona, Pa.	
<i>Directors.</i>	<i>Residences.</i>
John P. Levan,	Altoona, Pa.
D. K. Ramey,	Altoona, Pa.
David Koch,	Altoona, Pa.
A. J. Anderson,	Altoona, Pa.
George A. McCormick,	Altoona, Pa.
Andrew Kipple,	Altoona, Pa.
James Louther,	Bellwood, Pa.
A. B. Hoover,	Tyrone, Pa.
H. S. Frank,	Philadelphia, Pa.

ASSETS.

Construction,	\$45,754	63
Equipment,	22,245	57
Corn, hay, coal, wheels, &c.,	580	00
Cash on hand December 31, 1884,	1,514	05
	\$70,094	05
LIABILITIES.		
Capital stock paid up,	\$68,000	00
Liabilities for current expenses,	180	00
Balance,	1,914	05
	\$70,094	05

*Coalville.**Year ending November 30, 1884.**Officers.*

Charles A. Miner, President, Wilkes-Barre, Pa.
 George Loveland, Secretary and Treasurer, Wilkes-Barre, Pa.
 Albert S. Orr, General Superintendent, Wilkes-Barre, Pa.
 General offices at Wilkes-Barre, Pa.

*Residences.**Directors.*

Charles A. Miner, Wilkes-Barre, Pa.
 Elias Robins, Wilkes-Barre, Pa.
 George W. Kirkendall, Wilkes-Barre, Pa.
 John G. Wood, Wilkes-Barre, Pa.
 Isaac M. Thomas, Wilkes-Barre, Pa.

*Residences.***ASSETS.**

Construction,	\$38,348 76		
Equipment,	8,568 25		
		\$46,917	01
Real estate, (cost of, including furniture,)		27,049	81
Interest dividends in 1870, 1871, and 1872,		6,211	48
Inventory of articles not in above,		250	00
Cash in bank and other assets,		492	72
		\$80,921	02
LIABILITIES.			
Capital stock,		\$62,675	04
Balance due on mortgage,		13,050	04
Floating debt,		495	40
Profit and loss,		4,750	62
		\$80,921	02

*Continental.**Year ending December 31, 1884.**Officers.*

William L. Elkins, President,
 John B. Peddle, Secretary and Treasurer,
 General offices at Twenty-third and Brown streets, Philadelphia.

*Residences.**Directors.*

P. A. B. Widener, Philadelphia.
 Clay Kemble, Philadelphia.
 G. W. Elkins, Philadelphia.
 William J. Elliott, Philadelphia.
 George D. Widener, Philadelphia.

Residences.

*Easton and South Easton.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Henry A. Sage, President,	Easton, Pa.
H. W. Cooley, Secretary and Treasurer,	Easton, Pa.
Elisha Burwell, General Superintendent,	South Easton, Pa.

General offices at Easton, Pa.

<i>Directors.</i>	<i>Residences.</i>
Charles Stewart,	Easton, Pa.
Charles Seitz,	Easton, Pa.
J. H. Holt,	Easton, Pa.
John N. Hutchinson,	Easton, Pa.
Gamble Young,	South Easton, Pa.
John I. Kinsey,	South Easton, Pa.
Peter S. Beidler,	South Easton, Pa.

ASSETS.

Construction and equipment, including real estate,	\$25,962	50
Hay and feed on hand, estimated,	400	00
Lamps, oil, and stable fixtures,	100	00
Cash on hand,	136	92
Profit and loss,	17,665	90
	\$44,255	32
LIABILITIES.		
Capital stock,	\$29,562	50
Floating debt,	14,692	82
	\$44,255	32

*Empire.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
James McManes, President,	Philadelphia.
John Q. Adams, Secretary and Treasurer,	Philadelphia.

General offices at north-west corner Twelfth and Susquehanna avenue, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
C. D. Colladay,	Philadelphia.
Frank H. Ellis,	Philadelphia.
Isaac L. Williams,	Philadelphia.
P. A. B. Widener,	Philadelphia.
William H. Kemble,	Philadelphia.

*Erie City.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
William W. Reed, President,	Erie, Pa.
A. L. Littell, Secretary,	Erie, Pa.
J. C. Spencer, Treasurer,	Erie, Pa.
Jacob Berst, General Manager,	Erie, Pa.
<i>Directors.</i>	<i>Residences.</i>
August Jarecki,	Erie, Pa.
John Berst,	Erie, Pa.
Titus Berst,	Erie, Pa.
H. L. Berst,	Erie, Pa.
Heman Janes,	Erie, Pa.
William Spencer,	Erie, Pa.
Jacob Berst,	Erie, Pa.

*Federal Street and Pleasant Valley.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
William McCreery, President,	Allegheny, Pa.
J. T. Stockdale, Secretary and Treasurer,	Allegheny, Pa.
William J. Crozier, General Superintendent,	Allegheny, Pa.
General offices at Allegheny, Pa.	

<i>Directors.</i>	<i>Residences.</i>
J. T. Stockdale,	Allegheny, Pa.
R. H. King,	Allegheny, Pa.
J. P. Speer,	Allegheny, Pa.
W. S. Bissell,	Allegheny, Pa.
D. F. Henry,	Pittsburgh, Pa.
R. K. Wilson,	Leetsdale, Pa.
William Roseberg,	Neville Station, Pa.
Frank Rahm,	Philadelphia, Pa.

ASSETS.

Construction,	\$85,000	00
Extension of way,	1,027	00
Equipment,	55,000	00
Real estate,	85,000	00
Buildings,	44,616	26
Personal accounts,	4,784	57
Office change,	400	00
Cash,	4,658	14
	\$329,830	97
LIABILITIES.		
Capital stock,	\$100,000	00
Bonds,	75,000	00
Bills payable,	26,000	00
Coupons,	2,496	52
Surplus,	26,334	45
	\$329,830	97

*Frankford and Southwark.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Henry Geiger, President,	Philadelphia, Pa.
George S. Gandy, Secretary and Treasurer,	Philadelphia, Pa.
Warder H. Janney, General Superintendent,	Philadelphia, Pa.
<i>Directors.</i>	<i>Residences.</i>
Edward S. Handy,	Philadelphia, Pa.
John Noblit,	Philadelphia, Pa.
Joseph B. Van Dusen,	Philadelphia, Pa.
Thomas McClary,	Wilmington, Del.
William V. McGrath,	Philadelphia, Pa.
Alfred Smith,	Philadelphia, Pa.
Jer. J. Sullivan,	Philadelphia, Pa.
Daniel Weckerly,	Philadelphia, Pa.
Edgar Fries,	Philadelphia, Pa.
James H. Gay,	Philadelphia, Pa.
John L. Lawson,	Philadelphia, Pa.
Moses W. Lipper,	Philadelphia, Pa.

ASSETS.

Construction and equipment,	\$982,175	45
Accounts receivable,	677	33
Supplies on hand,	10,452	82
Sinking fund investments,	12,900	00
Cash belonging to sinking fund,	\$708 12	
Cash from stock subscriptions for taxes on the same,	9,000 00	
Cash from earnings,	102,238 87	
	111,941	99
	\$1,118,147	59
LIABILITIES.		
Capital stock,	\$750,000	00
Mortgage bonds,	102,000	00
Accounts payable, including tax on stock issue,	11,410	91
Earnings appropriated to construction, equipment, and supplies,	254,736	68
	\$1,118,147	59

*Germantown.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Adam Warthman, President,	Philadelphia, Pa.
William M. Singerly, Secretary, Treasurer, and General Manager,	Philadelphia, Pa.
General offices at 917 and 919 Chestnut street, Philadelphia.	

<i>Directors.</i>	<i>Residences.</i>
Adam Warthman,	Philadelphia, Pa.
William J. Burkhardt,	Philadelphia, Pa.
William T. Carter,	Philadelphia, Pa.
Joseph Fareira,	Philadelphia, Pa.
Samuel G. Thompson,	Philadelphia, Pa.
Eli Keen,	Philadelphia, Pa.

Green and Coates Streets.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
J. Hays Carson, President,	Philadelphia.
Joseph S. Siddall, Secretary and Treasurer,	Philadelphia.

General offices at north-west corner of Tenth and Chestnut streets, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
William Cochran,	Philadelphia.
William Dulles,	Philadelphia.
Phineas Fries,	Philadelphia.
James McManes,	Philadelphia.
Charles J. Walton,	Philadelphia.
Moses A. Dropsie,	Philadelphia.
Meyer Liedenbach,	Philadelphia.
Clarence S. Kates,	Philadelphia.
John Dickey,	Philadelphia.
James S. Sullivan,	Philadelphia.
Oliver Hopkinson,	Philadelphia.
Alfred Horner,	Philadelphia.

Harrisburg City.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
Henry A. Kelker, President,	Harrisburg, Pa.
Daniel Eppley, Vice President,	Harrisburg, Pa.
John T. Ensminger, Secretary,	Harrisburg, Pa.
Rudolph F. Kelker, Treasurer,	Harrisburg, Pa.
Samuel B. Reed, Superintendent,	Harrisburg, Pa.

<i>Directors.</i>	<i>Residences.</i>
Henry A. Kelker,	Harrisburg, Pa.
Daniel Eppley,	Harrisburg, Pa.
William K. Cowden,	Harrisburg, Pa.
John Whitman,	Harrisburg, Pa.
J. G. M. Bay,	Harrisburg, Pa.
John T. Ensminger,	Harrisburg, Pa.
Alexander Roberts,	Harrisburg, Pa.
David Fleming,	Harrisburg, Pa.
George W. Reilly,	Harrisburg, Pa.
William R. Gorgas,	Harrisburg, Pa.
William K. Alricks,	Harrisburg, Pa.
Rudolph F. Kelker,	Harrisburg, Pa.

ASSETS.

Construction,	\$30,598 85		
Equipment,	82,964 53		
		\$63,563	88
Hay and feed,		800	00
Cash on hand close of business December 31, 1884,		8,064	81
		\$71,928	19
LIABILITIES.			
Capital stock paid up,		\$62,500	00
Liabilities for current expenses, say		100	00
Balance,		9,328	19
		\$71,928	19

*Hestonville, Mantua and Fairmount.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Charles H. Lafferty, President,	Philadelphia.
Charles Lafferty, Vice President,	Philadelphia.
W. C. Foster, Secretary and Treasurer,	Philadelphia.
General offices at 4300 Lancaster avenue, Philadelphia.	

<i>Directors.</i>	<i>Residences.</i>
John Keller,	Lancaster.
Charles Lafferty,	Philadelphia.
Levi N. Wagner,	Philadelphia.
John R. Griffith,	Philadelphia.
Henry Donahue,	Philadelphia.

ASSETS.

Construction,	\$402,496	06
Equipment,	185,498	50
Real estate,	319,111	74
Real estate improvements,	69,707	67
International Exhibition stock,	9,810	00
City of Philadelphia,	500	00
Ground-rent,	1,000	00
Cash,	9,784	12
Bills receivable,	275.	00
	\$948,133	09

LIABILITIES.		
Capital stock,	\$299,381	86
Race and Vine streets bonded debt,	124,500	00
Hestonville first mortgage,	800	00
Hestonville second mortgage,	7,600	00
Hestonville first mortgage, new account,	300,000	00
Bonds and mortgages on real estate,	97,999	99
Bills payable,	82,964	47
Hestonville first mortgage coupons,	367	50
Race and Vine streets coupons,	65	00
Conductors' deposits,	2,325	00
Drivers' deposits,	66	00
Dividends,	698	45
Profit and loss,	31,665	32
	\$948,133	09

Johnstown.

Year ending December 31, 1884.

Officers.	Residences.
James McMillen, President,	Johnstown, Pa.
B. L. Yeagley, Secretary,	Johnstown, Pa.
W. H. Rosensteel, Junior, Treasurer,	Johnstown, Pa.
D. J. Duncan, Superintendent,	Johnstown, Pa.

General offices at Johnstown, Pa.

Directors.	Residences.
James McMillan,	Johnstown, Pa.
Jacob Fend,	Johnstown, Pa.
W. H. Rosensteel,	Johnstown, Pa.
Alexander Kennedy,	Johnstown, Pa.
Herman Baumer,	Johnstown, Pa.
Charles F. Kress,	Johnstown, Pa.
Andrew Foster,	Johnstown, Pa.

ASSETS.

Construction and equipment, 1882 and 1883,	\$58,530	33
Construction and equipment, 1884,	24,832	71
Material and supplies on hand,	1,937	99
Cash,	3,181	57
	\$88,482	59
LIABILITIES.		
Capital stock,	\$84,000	00
Earnings appropriated to construction,	1,301	02
Surplus,	3,181	57
	\$88,482	59

*People's Street.**Year ending October 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
William Matthews, President,	Scranton, Lackawanna co., Pa.
J. C. Platt, Secretary and Treasurer,	Scranton, Lackawanna co., Pa.
William Matthews, General Manager and Superintend't,	Scranton, Lackawanna co., Pa.
General offices at Scranton, Pa.	

<i>Directors.</i>	<i>Residences.</i>
William Matthews,	Scranton, Lackawanna co., Pa.
James Blair,	Scranton, Lackawanna co., Pa.
J. C. Platt,	Scranton, Lackawanna co., Pa.
William Connell,	Scranton, Lackawanna co., Pa.
William W. Scranton,	Scranton, Lackawanna co., Pa.
William R. Storrs,	Scranton, Lackawanna co., Pa.
William W. Winton,	Scranton, Lackawanna co., Pa.
George Sanderson,	Scranton, Lackawanna co., Pa.
John B. Smith,	Dunmore, Lackawanna co., Pa.

ASSETS.

Construction account,	\$189,280	08
Real estate account,	17,470	00
Cars and vehicles account,	6,528	00
Horse account,	10,002	76
Harness account,	180	00
Treasury, stock account,	1,800	00
Cash on hand,	811	04
	\$175,071	88
LIABILITIES.		
Capital stock,	\$150,000	00
Bonds,	20,000	00
Accounts payable,	8,243	66
Profit and loss,	1,828	22
	\$175,071	88

*Lancaster City.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
John T. MacGonigle, President,	Lancaster, Pa.
Jacob B. Long, Secretary,	Lancaster, Pa.
William D. Sprecher, Treasurer,	Lancaster, Pa.
J. H. Baumgardner, General Manager,	Lancaster, Pa.
General offices at Lancaster, Pa.	

<i>Directors.</i>	<i>Residences.</i>
B. J. McGrann,	Lancaster, Pa.
W. D. Sprecher,	Lancaster, Pa.
J. T. MacGonigle,	Lancaster, Pa.
Levi Sensenig,	Lancaster, Pa.
Elias McMellen,	Lancaster, Pa.
Byron G. Dodge,	Lancaster, Pa.
J. H. Baumgardner,	Lancaster, Pa.

ASSETS.

Construction of road,	\$6,211	71
Equipment,	3,179	78
Real estate,	1,300	00
Cash,	304	25
Profit and loss,	404	26
	\$11,400	00
LIABILITIES.		
Capital stock,	\$10,000	00
Unfunded debt,	1,400	00
	\$11,400	00

*Lombard and South Street.**Year ending October 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
John B. Parsons, President,	Philadelphia.
Francis Hazlehurst, Secretary and Treasurer,	Philadelphia.
John M. Gaughen, General Superintendent,	Philadelphia.

General offices at Twenty-fifth and South streets, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
William Rotch Wister,	Philadelphia.
Robert N. Carson,	Philadelphia.
William H. Shelmerdine,	Philadelphia.
Edward Samuel,	Philadelphia.
H. A. Stevenson,	Philadelphia.

ASSETS.

Construction,	\$583,356	82
Equipment,	43,042	74
Real estate,	82,167	58
Cash,	4,866	89
	\$663,433	58
LIABILITIES.		
Capital stock,	\$294,393	00
Five per cent. bonds,	150,000	00
Seven per cent. bonds,	6,400	00
Ground-rents and mortgages,	18,010	00
Loans,	10,000	00
Sundry accounts,	976	00
Conductors' and drivers' deposits,	815	00
Profit and loss,	182,889	58
	\$663,433	58

*Lehigh Avenue.**Year ending December, 1884.*

<i>Officers.</i>	<i>Residences.</i>
John Lamon, President,	1537 Columbia avenue.
William L. Elkins, Vice President,	1218 North Broad street.
Charles N. Porter, Secretary,	1920 North Thirteenth street.
John L. Hill, Treasurer,	1831 North Broad street.

General offices at 201 Walnut Place, Room 6, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
John Lamon,	_____
William L. Elkins,	_____
Charles N. Porter,	_____
John L. Hill,	_____
John McCullough,	1460 Cherry street.
Robert C. Tittermary,	1813 Master street.

*Perkiomen Avenue.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Charles Breneiser, President,	Reading.
Isaac Hiester, Secretary and Treasurer,	Reading.
John B. Houp, General Superintendent,	Reading.

General offices at Reading.

<i>Directors.</i>	<i>Residences.</i>
William D. Althouse,	Reading.
George W. Bard,	Reading.
Edward T. Clymer,	Temple, Berks county.
Aaron H. Doukle,	Reading.
Isaac Hiester,	Reading.
David Keiser,	Reading.

ASSETS.

Real estate,	\$1,090	00
Road and railway,	57,699	53
Stable and office building,	3,337	93
Track construction,	2,500	08
Car house,	1,655	29
Equipment,	27,102	45
Cash and note,	619	12
	\$84,004	40
LIABILITIES.		
Capital stock,	\$40,000	00
Surplus,	38,937	41
Profit and loss,	15,066	99
	\$84,004	40

*People's.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
C. J. Harrah, President,	Philadelphia.
Charles J. Harrah, junior, Vice President,	Philadelphia.
John C. Dessalet, Secretary and Treasurer,	Philadelphia.
William Hagenswiler, General Superintendent,	Philadelphia.

General offices at south-west corner Eighth and Dauphin streets, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
C. J. Harrah,	Philadelphia.
Charles J. Harrah, junior,	Philadelphia.
Joseph Morgan,	Philadelphia.
James W. M. Cardeza,	Philadelphia.
Isaac Schlichter,	Philadelphia.

ASSETS.

Construction and equipment,	\$289,547	35
Real estate, 2646-48 Callowhill street,	9,833	33
Guarantee Trust and Safe Deposit Company, trustee:		
Deposit to secure Germantown lease,	\$30,000 00	
Deposit in sinking fund,	17,500 00	
Deposit to pay interest on consolidated 5 per cent. bonds,	15,825 00	
	62,825	00
Real Estate Title Insurance and Trust Company:		
Deposit to secure Green and Coates Street lease,	\$30,000 00	
Deposit in sinking fund,	15,000 00	
	45,000	00
Germantown Passenger Railway purchased stock,	1,532,279	01
Green and Coates Street Passenger Railway purchased stock,	446,738	12
People's Passenger Railway purchased stock,	8,239	79
Robert Beaver,	608	41
Accrued dividend Germantown stock, January 1, 1885,	17,222	63
Cash in treasury,	17,244	83
Leased roads:		
Mortgage debt, not covered by sinking fund,	39,350	01
Work & Co.,	463,237	60
Discount on bonds, stocks, &c.,	276,315	83
Profit and loss,	14,175	29
	\$3,222,517	19

LIABILITIES.

Capital stock:		
Common, 60,000 shares, carried at	\$740,000	00
Preferred, 30,000 shares, carried at	120,000	00
[All liability on account of this issue is denied.]		
Funded debt,	718,000	00
Unfunded debt,	1,644,517	19
	\$3,222,517	19

*Philadelphia City.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
William W. Colket, President,	Philadelphia.
T. W. Pennypacker, Secretary and Treasurer,	Philadelphia.

General offices at 202 Walnut Place, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
W. S. Wilson,	Philadelphia.
William Cochran,	Philadelphia.
John Markoe,	Philadelphia.
John M. Chestnut,	Philadelphia.
Collins W. Walton,	Philadelphia.
Walter Garrett,	Philadelphia.

ASSETS.

Construction,	\$650,748	88
Equipment,	225,094	50
Cash,	78,954	90
	\$954,797	78
LIABILITIES.		
Capital stock,	\$475,000	00
Mortgage bonds,	200,000	00
Debenture bonds,	100,000	00
Mortgage bonds, Philadelphia and Darby Railway Company,	48,000	00
Unclaimed dividends and interest,	1,519	53
Profit and loss,	185,278	25
	\$954,797	78

*Philadelphia and Darby.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Charles L. Borie, President,	Philadelphia.
William W. Colket, Secretary and Treasurer,	Philadelphia.

General offices at 202 Walnut Place, Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
M. Hall Stanton,	Philadelphia.
Collins W. Walton,	Philadelphia.
A. L. Bonnaffon,	Philadelphia.
William W. Colket,	Philadelphia.
Thomas U. Walker,	Chester Valley.
Christian W. Kunkle,	Philadelphia.

Philadelphia and Gray's Ferry.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
Matthew Brooks, President,	Philadelphia.
J. Crawford Dawes, Secretary and Treasurer,	Philadelphia.
Patrick Lovett, General Superintendent,	Philadelphia.

General offices at Thirty-sixth street and Gray's Ferry road.

<i>Directors.</i>	<i>Residences.</i>
J. Hicks Conrad,	Philadelphia.
Richard Dale,	Philadelphia.
William Dulles,	Philadelphia.
Oliver Hopkinson,	Philadelphia.
James McManes,	Philadelphia.
Thomas R. Woodhouse,	Philadelphia.

ASSETS.

Road and equipments,	\$276,776	58
Schuylkill River passenger railway stock,	49,050	00
Over-issued stock,	10,000	00
Cash,	29,121	53
Trade dollars,	590	00
	\$365,538	06
LIABILITIES.		
Capital stock,	\$309,207	00
Bonds and mortgages,	28,500	00
Dividends Nos. 9, 10, 13, and 15,	45	87
Profit and loss,	27,785	19
	\$365,538	06

Philadelphia Traction.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
William H. Kemble, President,	Philadelphia.
Peter A. B. Widener, First Vice President,	Philadelphia.
William L. Elkins, Second Vice President,	Philadelphia.
D. W. Dickson, Secretary and Treasurer,	Philadelphia.

General offices at Forty-first and Haverford streets, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
William H. Kemble,	Philadelphia.
Peter A. B. Widener,	Philadelphia.
William L. Elkins,	Philadelphia.
Thomas Dolan,	Philadelphia.
James McManes,	Philadelphia.
Joseph B. Altemus,	Philadelphia.

Pittsburgh, Allegheny and Manchester.

Year ending October 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
Charles Atwell, President,	Sewickley, Pa.
Charles Seibert, Secretary and Treasurer,	Pittsburgh.
J. C. Cotton, Superintendent,	Allegheny City, Pa.

General offices at Pittsburgh.

<i>Directors.</i>	<i>Residences.</i>
Charles Atwell,	Sewickley.
R. C. Gray,	Allegheny City.
Joe T. Speer,	Allegheny City.
Edward Gregg,	Allegheny City.
James S. McCord,	Pittsburgh.

ASSETS.

Construction,	\$211,881	46
Equipment,	74,425	00
Real estate and buildings,	175,000	00
Furniture and fixtures,	625	00
Stocks held,	90,350	00
Due from sundry persons,	3,667	81
Conductors' change,	678	75
Cash,	3,256	14
Profit and loss,	165	84
	\$560,000	00
LIABILITIES.		
Capital stock,	\$350,000	00
Funded debt,	205,000	00
Unfunded debt,	5,000	00
	\$560,000	00

*Pittsburgh and Birmingham.**Year ending November 4, 1884.*

<i>Officers.</i>	<i>Residences.</i>
W. W. Patrick, President,	Pittsburgh.
D. F. Agnew, Secretary,	Pittsburgh.
John G. Holmes, Treasurer,	Pittsburgh.
John Delowry, General Superintendent,	Pittsburgh.

General offices at 1026 Liberty street, Pittsburgh.

<i>Directors.</i>	<i>Residences.</i>
W. W. Patrick,	Pittsburgh.
William M. Hersh,	Pittsburgh.
B. Wolff, junior,	Pittsburgh.
Charles J. Clark,	Pittsburgh.
Alexander Nimick,	Pittsburgh.

ASSETS.

Real estate,	\$61,000	00
Construction,	127,000	00
Equipment,	39,000	00
Monongahela water stock,	425	00
Car change,	62	00
South Side Passenger Railway Company,	59,554	85
N. Holmes & Son,	250	16
	\$287,292	01
LIABILITIES.		
Bonds,	\$75,000	00
Capital,	186,000	00
Bills payable,	9,000	00
Profit and loss,	17,292	01
	\$287,292	01

*Pittsburgh, Oakland and East Liberty.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
John T. Gordon, President,	Pittsburgh.
D. W. C. Bidwell, Treasurer,	Pittsburgh.
<i>Directors.</i>	<i>Residences.</i>
John T. Gordon,	Pittsburgh.
D. W. C. Bidwell,	Pittsburgh.
D. D. Bruce,	Pittsburgh.
A. W. Mellon,	Pittsburgh.
T. A. Mellon,	Pittsburgh.
R. B. Mellon,	Pittsburgh.
J. R. Mellon,	Pittsburgh.

ASSETS.

Construction,	\$129,349	10
Equipment,	60,758	73
Real estate,	39,250	67
Cash on hand,	4,984	56
Sundry bills receivable,	1,900	00
Material on hand,	1,500	00
Sinking fund,	5,321	60
	\$243,014	66
LIABILITIES.		
Capital stock,	\$150,000	00
Mortgage bonds,	95,000	00
Sundry debts,	18,640	46
	\$263,540	46

Pittsburgh and West End.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
J. C. Reilly, President,	Pittsburgh.
John Burns, Vice President,	Pittsburgh.
Thomas S. Bigelow, Secretary and Treasurer,	Pittsburgh.
W. J. Burns, General Manager and General Superintendent,	Pittsburgh.
<i>Directors.</i>	<i>Residences.</i>
John C. Reilly,	Pittsburgh.
John Burns,	Pittsburgh.
Thomas S. Bigelow,	Pittsburgh.
William J. Burns,	Pittsburgh.

ASSETS.

Construction,	\$25,900	21
Equipment,	24,289	10
Sundry accounts,	111	00
Cash on hand,	8,715	80
	\$53,966	11
LIABILITIES.		
Capital stock account,	\$86,060	14
Bond account,	16,000	00
Bills payable account,	700	00
Profit and loss account,	1,205	97
	\$53,966	11

Pittsburgh Union.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
James H. Sewell, President,	Allegheny City, Pa.
Charles Seibert, Secretary,	Pittsburgh.
James J. Donnell, Treasurer,	Allegheny City.

<i>Directors.</i>	<i>Residences.</i>
James H. Sewell,	Allegheny City.
Edwin Bindley,	Pittsburgh.
Walter P. Hansell,	Pittsburgh.
R. C. Wrenshall,	Pittsburgh.
F. M. Love,	Pittsburgh.
O. H. Allerton,	Pittsburgh.
R. C. Gray,	Allegheny City.

ASSETS.

Construction,	\$76,899	98
Equipment,	70,784	72
Union Bridge Company stock,	612	50
Real estate,	14,827	85
Supplies on hand,	1,242	00
Cash on hand,	58	80
Profit and loss,	22,783	04

LIABILITIES.

	\$187,208	34
Capital stock,	\$69,375	00
Funded debt,	100,000	00
Unfunded debt,	17,833	34
	\$187,208	34

Pittston Street.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
Isaac Everitt, President, General Manager, and General Superintendent,	West Pittston.
Eugene W. Mulligan, Secretary,	Wilkes-Barre.
M. W. Morris, Treasurer,	Pittston.

<i>Directors.</i>	<i>Residences.</i>
Isaac Everitt,	Pittston, Pa.
Eugene W. Mulligan,	Wilkes-Barre, Pa.
M. W. Morris,	Pittston, Pa.
George B. Everitt,	Pittston, Pa.
James L. Morris,	Pittston, Pa.
Edward L. Mulligan,	Wilkes-Barre, Pa.

*Reading City.**Year ending December 31, 1884.**Officers.*

Benjamin F. Owen, President, 517 Court and 545 Centre avenue.
 James L. Douglas, Vice President, 211 South Fifth street.
 Henry A. Muhlenberg, Secretary and Treasurer, 532 Washington and 200 N. Fourth St.
 John A. Rigg, General Superintendent, 517 Chestnut street.

*Residences.**Directors.*

Henry A. Muhlenberg, 532 Washington and 200 N. Fourth St.
 William A. Medlar, 215 North Sixth street.
 Charles H. Scheaffer, 524 Washington street.
 Albert Thalheimer, 105 North Eighth street.
 Matthew Harbster, 417 South Fifth street.

*Residences.***ASSETS.**

Construction account of the street railway,	\$30,244	75
Equipment account of the street railway,	16,978	89
Total,	\$47,223	14
Cost of real estate for stable, car-house, and adjoining lots,	4,217	25
Stable building, actual cost,	5,861	00
Car-house building, actual cost,	4,272	91
Stock of feed on hand in the stable: Five tons hay, at \$15, \$75; two thousand bushels of oats, at thirty-five cents, \$700; and four hundred and fifty bushels of corn, at fifty cents, \$225; total,	1,000	00
During the year 1884, there was spent by the company: For two (2) new additional open cars, \$900; for nineteen horses, (purchased for \$2,783, less \$1,128 63 received from sale of nine horses,) \$1,659 37; paving stone, \$427 85; (four hundred tons of paving stone being now on hand at a cost of \$387 76;) total,	2,987	22
These three items might have been charged to construction and equipment accounts, the two former items to equipment, and the latter to construction account.		
Balance on hand December 31, 1884,	1,481	65
Total,	\$67,043	17

LIABILITIES.

Capital stock, eight hundred and eleven (811) shares, at \$50 per share,	\$40,550	00
Funded debt, \$12,000 bonds, secured by mortgage on the premises and property of the corporation; bonds due in 1893,	12,000	00
Purchase money, mortgage on additional lot of ground, 97x169 feet, on Minor street, opposite stable building,	2,000	00
Note given October 13, 1884, at four months' date, to Messrs. Bernhart & Koch, for two thousand bushels of feed,	1,051	59
Unclaimed dividends,	160	00
The surplus fund on December 31, 1884, in the hands of the treasurer, was,	1,481	65
A dividend of three per cent. on the capital stock was declared January 9, 1885, in amount, \$1,216 50; such dividend, with some slight exceptions, has been paid out of the above surplus fund.		
Profit and loss; difference between assets and liabilities. This difference has been paid out of the cash earnings of the company, and is, therefore, a fair credit to profit and loss,	9,799	93
Total,	\$67,043	17

*Ridge Avenue.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
E. B. Edwards, President,	Ridge and Susquehanna av., Philadelphia, Pa.
John Lambert, Vice President,	Ridge and Susquehanna av., Philadelphia, Pa.
William S. Blight, Secretary and Treasurer,	Ridge and Susquehanna av., Philadelphia, Pa.
William Myers, General Superintendent,	Ridge and Susquehanna av., Philadelphia, Pa.
<i>Directors.</i>	<i>Residences.</i>
William S. Grant,	Philadelphia, Pa.
William T. Carter,	Philadelphia, Pa.
Charles Thomson Jones,	Philadelphia, Pa.
Henry Norris,	Philadelphia, Pa.
R. A. F. Penrose, M. D.,	Philadelphia, Pa.

ASSETS.

Construction,	\$569,413	24
Ridge avenue stock,	11,803	49
Cash,	39,321	02
	\$620,537	75
LIABILITIES.		
Capital stock,	\$420,000	00
Invested fund, (in depot, stable, offices, &c.,)	139,791	49
Profit and loss,	55,351	26
Sundries,	5,395	00
	\$620,537	75

*Schuylkill River.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Oliver Hopkinson, President,	No. 1424 Spruce street, city.
J. Crawford Dawes, Secretary,	No. 1225 Monterey street, city.
General office at Thirty-sixth street and Gray's Ferry road.	
<i>Directors.</i>	<i>Residences.</i>
Matthew Brooks,	No. 1414 Christian street, city.
J. Hicks Conrad,	No. 1506 Arch street, city.
William Penn Chandler,	No. 2110 Spruce street, city.
Joseph Hopkinson,	No. 1302 Spruce street, city.
Thomas R. Woodhouse,	No. 1111 Walnut street, city.
Samuel W. Woodhouse,	No. 500 S. Forty-second street, city.

ASSETS.

Road and equipments,	\$47,463	54
Balance of cash paid over to the Philadelphia and Gray's Ferry company at the time of lease,	2,586	46
	<u>\$50,000</u>	<u>00</u>
LIABILITIES.		
Capital stock,	\$50,000	00

*Scranton.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Charles E. Chittenden, President,	Scranton.
Melvin I. Corbett, Secretary,	Scranton.
Louis A. Watres, Treasurer,	Scranton.
General offices at Scranton.	

<i>Directors.</i>	<i>Residences.</i>
Charles E. Chittenden,	Scranton.
Melvin I. Corbett,	Scranton.
Louis A. Watres,	Scranton.
Arthur H. Christy,	Scranton.
Alex. J. Connell,	Scranton.

*Second Avenue.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
George Fawcett, President,	Pittsburgh, Pa.
James F. Fawcett, Secretary and General Superintendent,	Pittsburgh, Pa.
W. J. Fawcett, Treasurer,	Pittsburgh, Pa.

<i>Directors.</i>	<i>Residences.</i>
George Fawcett,	Pittsburgh, Pa.
James F. Fawcett,	Pittsburgh, Pa.
W. J. Fawcett,	Pittsburgh, Pa.
George W. Fawcett,	Pittsburgh, Pa.
W. H. Collingwood,	Pittsburgh, Pa.

Second and Third Streets.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
Alexander M. Fox, President,	1415 North Broad street.
Charles D. Matlack, Secretary,	703 North Eighth street.
William F. Miller, Treasurer,	1758 Frankford avenue.
George W. Thorn, Solicitor,	613 Vine street.
David W. Stephens, General Superintendent, . .	2453 Frankford avenue.
Charles C. Winnemore, General Superintendent, .	Richmond street and Allegheny av.

General offices at 2453 Frankford avenue.

<i>Directors.</i>	<i>Residences.</i>
William Anspach,	Philadelphia.
Andrew J. Holman,	Philadelphia.
William Eisenbrey,	Philadelphia.
M. Hall Stanton,	Philadelphia.
Edwin T. Eisenbrey,	Philadelphia.
James Simpson,	Philadelphia.
Alexander L. Crawford,	Philadelphia.
Joseph R. Whitaker,	Philadelphia.
James A. Freeman,	Philadelphia.
Horace T. Potts,	Philadelphia.
George Hoff,	Philadelphia.
William Dulles,	Philadelphia.

ASSETS.

Construction,	\$931,178	77
Supplies,	33,833	51
Individual ledger balances,	3,200	42
Cash,	79,506	63
	\$1,047,719	33
LIABILITIES.		
Capital stock,	\$771,076	25
Blanket money,	228	00
Boot money,	50	00
Unpaid dividends,	1,929	50
Earnings appropriated to construction,	240,602	07
Earnings appropriated to supplies,	33,833	51
	\$1,047,719	33

*Seventeenth and Nineteenth Streets.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Matthew S. Quay, President,	—
John B. Peddle, Secretary and Treasurer,	—
General offices at Twenty-third and Brown streets, Philadelphia.	

<i>Directors.</i>	<i>Residences.</i>
John L. Hill,	Philadelphia.
Samuel Daniels,	Philadelphia.
George D. Widener,	Philadelphia.
William L. Elkins, Jr.,	Philadelphia.
George W. Elkins,	Pittsburgh.

*South Side.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
D. Z. Brickell, President,	—
W. T. Wallace, Treasurer,	—
William Rossborough, General Superintendent,	—

<i>Directors.</i>	<i>Residences.</i>
D. Z. Brickell,	Pittsburgh, Pa.
W. T. Wallace,	Pittsburgh, Pa.
Thomas C. Lazear,	Pittsburgh, Pa.
William Brickell,	Pittsburgh, Pa.
George B. Hill,	Pittsburgh, Pa.
A. Lippmann,	Pittsburgh, Pa.
James S. Alexander,	Monongahela City, Pa.

*Stroudsburg.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Jackson Lantz, President and Treasurer,	Stroudsburg, Pa.
Jacob Houser, Secretary,	—

<i>Directors.</i>	<i>Residences.</i>
Jackson Lantz,	Stroudsburg.
P. S. Posten,	Stroudsburg.
Simpson Fetherman,	Stroudsburg.
Jacob Houser,	Stroudsburg.

ASSETS.

Construction of road,	\$15,083	97
Real estate,	1,000	00
Rolling-stock,	5,228	00
Profit and loss,	1,282	53
Permanent improvement,	8,116	00
	\$25,610	50
LIABILITIES.		
Capital stock,	\$25,600	00
Unpaid dividends,	10	50
	\$25,610	50

*Thirteenth and Fifteenth Streets.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Thomas W. Ackley, President,	Philadelphia.
Thomas S. Harris, Secretary and Treasurer,	Philadelphia.
William P. Cooper, General Superintendent,	Philadelphia.
General offices at north-east corner Fifteenth and Cumberland sts., Philadelphia.	
<i>Directors.</i>	<i>Residences.</i>
Robert Cresswell,	Philadelphia.
George W. Hall,	Philadelphia.
B. S. Kunkle,	Philadelphia.
W. R. Warner,	Philadelphia.
John C. Bingham,	Philadelphia.

ASSETS.

Construction and equipment,	\$321,566	86
Real estate,	175,411	46
Bills receivable,	18,835	00
Cash on hand January 1, 1885,	2,599	54
	\$518,412	86
LIABILITIES.		
Capital stock,	\$334,529	44
Funded and floating debt,	168,335	00
Sinking fund,	18,835	00
Profit and loss,	1,713	42
	\$518,412	86

*Transverse.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
C. L. Magee, President,	Pittsburgh.
C. F. Klopfer, Vice President,	Pittsburgh.
William R. Ford, Secretary and Treasurer,	Pittsburgh.
Müller Elliot, General Superintendent,	Pittsburgh.

General offices at Pittsburgh.

<i>Directors.</i>	<i>Residences.</i>
C. L. Magee,	Pittsburgh.
Joshua Rhodes,	Pittsburgh.
C. F. Klopfer,	Pittsburgh.
Wilson McCandless,	Pittsburgh.
A. F. Keating,	Pittsburgh.

ASSETS.

Construction,	\$209,501	90
Equipment,	92,000	00
Real estate,	70,450	00
Profit and loss,	25,693	73
	\$397,645	68
LIABILITIES.		
Capital stock,	\$175,000	00
Funded debt,	175,000	00
Miscellaneous,	47,645	63
	\$397,645	68

*Union.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
William H. Kemble, President,	Philadelphia.
P. A. B. Widener, Vice President,	Philadelphia.
John B. Peddle, Secretary and Treasurer,	Philadelphia.
Jacob C. Petty, General Superintendent,	Philadelphia.

General offices at Twenty-third and Brown streets, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
P. A. B. Widener,	Philadelphia.
James McManes,	Philadelphia.
William L. Elkins,	Philadelphia.
Henry Burm,	Philadelphia.
William S. Stokley,	Philadelphia.
Matthew S. Quay,	Philadelphia.

ASSETS.

Cash,	\$246,850	51
Construction, Union Passenger Railway Company,	855,422	74
Construction, Continental Passenger Railway Company,	161,009	26
Equipment, Union Passenger Railway Company,	475,606	23
Equipment, Continental Passenger Railway Company,	105,476	74
Real estate, Union Passenger Railway Company,	536,812	67
Real estate, Continental Passenger Railway Company,	113,869	99
Seventeenth and Nineteenth Streets Passenger Railway Company,	200,000	00
Seventeenth and Nineteenth Streets Passenger Railway Company stock,	600,000	00
Cable road,	623,409	05
Supplies,	41,870	50
Stock,	798	00
Accounts receivable,	11,947	71
	\$3,973,073	89

LIABILITIES.

Capital stock, Union Passenger Railway Company,	\$925,000	00
Capital stock, Continental Passenger Railway Company,	580,000	00
Funded debt, Union Passenger Railway Company,	730,300	00
Funded debt, Continental Passenger Railway Company,	850,000	00
Funded debt, Seventeenth and Nineteenth Streets Passenger Railway Company,	200,000	00
Loans,	275,000	00
Continental Passenger Railway Company,	3,174	20
Profit and loss,	909,599	19
	\$3,973,073	39

*West Philadelphia.**Year ending December 31, 1884.**Officers.**Residences.*

Peter A. B. Widener, President,	Philadelphia.
D. W. Dickson, Secretary and Treasurer,	Philadelphia.
James F. Gorman, General Superintendent,	Philadelphia.

General offices at Forty-first and Haverford streets, Philadelphia.

*Directors.**Residences.*

Peter A. B. Widener,	Philadelphia.
William H. Kemble,	Philadelphia.
William L. Elkins,	Philadelphia.
William R. Leeds,	Philadelphia.
Joseph E. Gillingham,	Philadelphia.
George D. Widener,	Philadelphia.
Thomas Dolan,	Philadelphia.
James McManes,	Philadelphia.
Joseph B. Altamus,	Philadelphia.

ASSETS.

Cash,	\$18,333	57
Construction and equipment,	1,141,871	55
	\$1,160,205	12
LIABILITIES.		
Capital stock,	\$750,000	00
Profit and loss,	186,765	07
Funded debt,	246,000	00
Open accounts,	27,440	05
	\$1,160,205	12

Wilkes-Barre and Kingston.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
W. J. Harvey, President,	Wilkes-Barre.
A. I. Davis, Secretary and Treasurer,	Wilkes-Barre.
W. J. Harvey, General Superintendent,	Wilkes-Barre.
<i>Directors.</i>	<i>Residences.</i>
W. J. Harvey,	Wilkes-Barre.
H. H. Harvey,	Wilkes-Barre.
E. P. Darling,	Wilkes-Barre.
R. J. Flick,	Wilkes-Barre.
L. B. Smith,	Wilkes-Barre.

ASSETS.

Real estate,	\$12,031	69
Personal property,	13,877	45
Construction,	83,679	62
Bills receivable,	5,000	00
Cash,	12,592	41
Expenses,	254,383	84
Interest,	2,960	60
Dividends,	76,500	00
	\$461,030	61
LIABILITIES.		
Capital stock,	\$100,000	00
Earnings,	360,834	61
Bills payable,	196	00
	\$461,030	61

*Williamsport.**Year ending December 31, 1884.**Officers.*

Robert P. Allen, President,	<i>Residences.</i> Williamsport, Pa.
Henry C. Parsons, Vice President,	Williamsport, Pa.
R. J. C. Walker, Secretary,	Williamsport, Pa.
Samuel A. Filbert, Treasurer and General Manager,	Williamsport, Pa.
F. D. Miller, General Superintendent,	Williamsport, Pa.

Directors.

Robert P. Allen,	<i>Residences.</i> Williamsport.
Henry C. Parsons,	Williamsport.
R. J. C. Walker,	Williamsport.
Samuel A. Filbert,	Williamsport.

ASSETS.

Cash in treasurer's hands,	\$729	28
Construction account,	81,050	66
Equipment account,	7,818	00
Hay and feed on hand,	826	00
	\$90,418	89
LIABILITIES.		
Accounts and bills payable,	\$7,454	19
Capital stock,	60,000	00
Profit and loss account,	22,964	70
	\$90,418	89

REPORTS OF

CANAL AND NAVIGATION COMPANIES.

17 RAILROADS.



REPORTS OF CANAL COMPANIES.

Delaware and Hudson.

Year ending December 31, 1884.

Officers.

	<i>Residences.</i>
Robert M. Olyphant, President,	New York, N. Y.
Coe F. Young, Vice President and General Manager,	Honesdale, Pa.
F. Murray Olyphant, Secretary,	New York, N. Y.
James C. Hartt, Treasurer,	New York, N. Y.
Rollin Manville, Railroad Superintendent,	Carbondale, Pa.

General offices at 21 Courtlandt street, New York, N. Y.

Directors.

	<i>Residences.</i>
Ablet A. Low,	Brooklyn, N. Y.
James M. Halsted,	New York, N. Y.
Le Grand B. Cannon,	New York, N. Y.
James R. Taylor,	Brooklyn, N. Y.
John Jacob Astor,	New York, N. Y.
Thomas Cornell,	Rondout, N. Y.
Robert S. Hone,	New York, N. Y.
James Roosevelt,	Hyde Park, N. Y.
Abraham R. Van Nest,	New York, N. Y.
Hugh J. Jewett,	New York, N. Y.
David Dows,	New York, N. Y.
Robert M. Olyphant,	New York, N. Y.
Benjamin H. Bristow,	New York, N. Y.

ASSETS.

Canal,	\$6,339,210	49
Railroad and equipment,	6,468,683	96
Real estate,	9,325,365	39
Mine improvements,	2,388,709	02
Mine fixtures and equipment,	403,708	29
Boats, barges, and steamboats,	617,889	09
Coal yards and fixtures,	172,889	94
Lackawanna and Susquehanna railroad,	1,022,938	15
Cherry Valley, Sharon and Albany railroad,	300,000	00

New York and Canada railroad,	\$3,597,074	48
Lackawanna Palace Car Company,	28,300	00
Mechanicville and Fort Edward railroad,	51,927	88
Schenectady and Fort Edward railroad,	211,527	85
Telegraph lines,	14,734	80
Supplies on hand,	1,611,253	96
Coal on hand,	892,804	36
Advances to leased lines,	1,502,789	59
Miscellaneous assets, viz:		
Bonds,	148,606	59
Stocks, as follows:		
Albany and Susquehanna railroad, 8,540 shares,	\$854,000 00	
Rensselaer and Saratoga railroad, 16,077 shares,	1,607,700 00	
Delaware and Hudson Canal Company, 6,161 shares,	616,100 00	
Sundry stocks,	145,650 84	
Advances on coal,	3,223,450	84
Cash,	698,125	80
Bills and accounts receivable,	1,122,648	20
	1,701,184	30
	<u>\$41,843,804</u>	<u>98</u>
LIABILITIES.		
Capital stock,	\$23,500,000	00
Bonds:		
1891,	\$5,549,000 00	
1894,	4,829,000 00	
1917,	5,000,000 00	
Interest and dividends payable January, 1885,	15,378,000	00
Depositors,	579,175	00
Dividends and interest unclaimed,	148,516	13
Surplus,	50,882	01
	2,187,731	84
	<u>\$41,843,804</u>	<u>98</u>

Delaware Division.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
Joshua W. Woolston, President,	_____
Henry Giles, Secretary and Treasurer,	_____
<i>Directors.</i>	<i>Residences.</i>
Joshua W. Woolston,	Germantown, Pa.
I. V. Williamson,	Philadelphia, Pa.
J. S. Harris,	Philadelphia, Pa.
E. W. Clark,	Germantown, Pa.
F. C. Yarnall,	Philadelphia, Pa.
S. Fisher Corlies,	Philadelphia, Pa.
F. R. Cope,	Philadelphia, Pa.
E. Roberts, Jr.,	Philadelphia, Pa.
T. McKean,	Philadelphia, Pa.

ASSETS.

Canal,	\$2,433,850	00
Cash and other assets,	6,655	59
	<u>\$2,440,005</u>	<u>59</u>
LIABILITIES.		
Capital stock,	\$1,633,350	00
Bonds,	800,000	00
Profit and loss,	6,655	59
	<u>\$2,440,005</u>	<u>59</u>

*Lehigh Coal and Navigation.**Year ending December 31, 1884.**Officers.*

Joseph S. Harris, President,	Philadelphia.
F. C. Yarnall, Vice President,	Overbrook, Pa.
S. Shepherd, Secretary and Treasurer,	Philadelphia.
General offices at Philadelphia, Pa.	

Directors.

Francis R. Cope,	Philadelphia.
Edward W. Clark,	Philadelphia.
Fisher Hazard,	Mauch Chunk.
Charles Parrish,	Wilkes-Barre.
Samuel Dickson,	Philadelphia.
George Whitney,	Philadelphia.
E. B. Leisenring,	Mauch Chunk.
James M. Willoox,	Philadelphia.
Edward Lewis,	Philadelphia.
T. Charlton Henry,	Philadelphia.
Joseph S. Harris,	Philadelphia.
F. C. Yarnall,	Philadelphia.

*Residences.***ASSETS.**

Lehigh and Susquehanna railroad,	\$14,349,413	78
Lehigh navigation and shipping improvements,	3,000,000	00
Coal lands,	5,658,398	59
Coal improvements,	1,588,004	62
Panther Creek railroad and equipment,	476,848	99
Lansford shops and equipment,	84,828	52
Opened work and cut coal in mines,	462,903	38
Mining equipment,	263,788	78
Landed property and improvements,	713,774	24
Canal equipment,	222,303	81
Supplies on hand at mines,	136,088	61
Coal on hand,	98,420	54
5,743 shares Lehigh Coal and Navigation Company stock owned by company,	287,150	00
55,922 shares Alliance Coal Mining Company stock,	913,450	00
Delaware Division Canal Company bonds,	306,000	00
23,481 shares Delaware Division Canal Company stock,	1,424,050	00
Nesquehoning Valley Railroad Company stock,	328,303	50
Other securities owned by company,	479,397	33
Bonds and mortgages,	4,141	83
Principal ground and water rents,	178,670	36
Cash on hand,	217,192	68
	<u>\$31,185,879</u>	<u>51</u>

LIABILITIES.

Capital stock, 246,609 shares issued,	\$12,330,450 00		
Capital stock, 5,743 shares, owned by company,	287,150 00	\$12,617,600	00
Loan due 1914,	\$5,000,000 00		
Loan due 1897, gold,	4,853,000 00		
Loan due 1897, railroad,	2,000,000 00		
Loan due 1911, consolidated mortgage,	2,464,000 00		
Seven per cent. scrip redeemable in bonds, due 1911,	6,750 00		
Loan due 1894, gold,	747,500 00		
Greenwood mortgage bonds, due 1892,	643,000 00		
Mortgage bonds due 1887, Kent Bank tract,	37,000 00		
Loan due 1924, general mortgage,	1,000,000 00		
	\$16,551,250 00		
Less gold loan due 1897, assumed by Central Railroad Company of New Jersey,	\$2,310,000		
Less gold loan due 1897, assumed by Lehigh and Wilkes-Barre Coal Company,	500,000		
Less gold loan due 1894, assumed by Lehigh and Wilkes-Barre Coal Company,	747,500		
	3,557,500 00	12,993,750	00
Bills payable,		1,048,000	00
Central Railroad Company of New Jersey construction loan,	\$757,865 03		
Philadelphia and Reading Railroad Company construction loan,	168,472 67		
		925,837	70
Ground rents, mortgages, and dowers,		161,157	12
Interest and dividends due January 1, 1885, and arrears,		126,407	68
Profit and loss,		2,287,988	92
Dividend fund,		679,934	27
Balance individual ledger,		345,203	82
		\$31,185,879	51

*Monongahela Navigation.**Year ending January 7, 1885.**Officers.*

Max K. Moorhead, President,	Pittsburgh, Pa.
William Bakewell, Secretary and Treasurer,	Pittsburgh, Pa.
W. P. Wood, Cargo Inspector,	Pittsburgh, Pa.
Thomas McGowan, Superintendent of Repairs,	Lock No. 4, Washington co., Pa.

*Directors.**Residences.*

Joseph Albree,	Pittsburgh, Pa.
Felix R. Brunot,	Allegheny, Pa.
Alexander Bradley,	Pittsburgh, Pa.
Allan C. Bakewell,	Pittsburgh, Pa.
John Harper,	Pittsburgh, Pa.
J. B. Murdoch, M. D.,	Pittsburgh, Pa.
J. B. Moorhead,	Philadelphia, Pa.
A. E. W. Painter,	Allegheny, Pa.
J. B. Sweltzer,	Pittsburgh, Pa.

ASSETS.

Construction,	\$1,573,277	56
Cash,	4,252	62
Toll bills, (uncollected bills,)	34,127	52
Securities held for contingent and sinking funds, (cost,)	88,605	00
W. P. Wood, cargo inspector,	7,170	86
Repair boat,	6,398	13
	\$1,713,826	19
LIABILITIES.		
Capital stock,	\$1,063,750	00
Scrp, convertible into stock,	1,981	00
First mortgage bonds,	37,000	00
Second mortgage bonds,	343,000	00
Undistributed stock,	105,736	00
Sinking fund (for pay of bonds,)	88,000	00
Contingent fund, (for repairs,)	50,000	00
Trustee account,	7,157	67
Suspended account,	1,392	90
State Treasurer,	6,546	15
Dividends unpaid,	698	00
Coupons unpaid,	8,560	00
Bills payable,	10,000	00
Profit and loss,	40,009	47
	\$1,713,826	19

*Pennsylvania.**Year ending December 31, 1884.**Officers.*

Isaac J. Wistar, President,	Philadelphia, Pa.
Alfred Mordecai, Secretary,	Philadelphia, Pa.
Thomas P. Haviland, Treasurer,	Philadelphia, Pa.
Thomas T. Wierman, Chief Engineer,	Harrisburg, Pa.
F. J. Deemer, Superintendent of Equipment,	Wilkes-Barre, Pa.
Thomas T. Wierman, Resident Engineer,	Harrisburg, Pa.

General offices at Philadelphia, Pa.

*Directors.**Residences.*

Isaac J. Wistar,	Philadelphia, Pa.
George B. Roberts,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
W. J. Howard,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
M. Hall Stanton,	Philadelphia, Pa.
Alexander Biddle,	Philadelphia, Pa.
Simon Gratz,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Clement A. Griswood,	Philadelphia, Pa.

ASSETS.

Capital stock, Susquehanna Coal Company and other companies, . . .	\$30,001	00
Cash,	98,045	59
Chesapeake and Delaware Canal Company,	438	61
Collectors,	660	14
Equipment,	218,478	53
Individuals and company's chief engineer's account,	81	53
Materials, Harrisburg repair shop,	5,487	07
Materials for Espy boat-yard,	5,302	00
Pennsylvania Railroad Company,	54,225	68
Pennsylvania canal,	6,708,856	30
Profit and loss,	374,419	85
Sinking fund,	62,465	70
T. T. Wierman, chief engineer,	500	00
	\$7,618,912	00
LIABILITIES.		
Capital stock,	\$4,501,200	00
First mortgage bonds,	67,000	00
General mortgage bonds,	2,934,000	00
W. Hacker, auditor, pay-rolls,	5,906	80
W. Hacker, auditor, vouchers,	6,309	38
Interest on bonds in sinking fund,	9,135	00
Interest on first mortgage bonds,	1,950	00
Interest on general mortgage bonds,	83,610	00
Loans,	4,500	00
Susquehanna Canal Company,	252	56
Susquehanna Steamboat Company,	48	42
Union Canal Company,		84
	\$7,618,912	00

*Schuylkill Navigation.**Year ending December 31, 1884.**Officers.*

Frederick Fraley, President,	Philadelphia, Pa.
Richard Wilkins, Secretary and Treasurer,	Philadelphia, Pa.
General offices at No. 417 Walnut street, Philadelphia.	

*Managers.**Residences.*

John N. Hutchinson,	Easton, Pa.
Charles W. Wharton,	Branchtown, Pa.
George Brooke,	Birdsboro', Pa.
Charles Baber,	Pottsville, Pa.
Michael Ward,	Philadelphia, Pa.
Thomas R. Patton,	Philadelphia, Pa.

ASSETS.

The amount of stock subscribed for and issued is—		
Common stock,	\$390,800	00
Common stock scrip,	12	00
Preferred stock,	3,285,100	00
Total amount of funded debt due—		
Six per cent. mortgage loans, 1897,	1,709,380	20
Six per cent. mortgage loans, 1907,	3,990,392	66
Six per cent. common loan, 1876-1895,	5,365	50
Six per cent. coupon mortgage loan, 1895,	1,200,000	00
Six per cent. boat and car loan, 1913,	756,650	00
Seven per cent. boat and car loan, 1915,	628,100	00
Six per cent. improvement bonds, 1880,	228,000	00

Floating debt—		
Interest due on loans,	\$226,872	29
Dividends unpaid,	3,666	07
Debts due sundry persons,	1,017	88
Retained taxes deducted from interest,	41,237	29
Contingent and sinking fund,	36,268	58
Balance to credit of general income,	141,621	59
	\$12,944,484	01
LIABILITIES.		
Cash on hand,	\$27,715	77
Loans held by president in trust,	33,661	81
Debt due the company,	417	83
Philadelphia and Reading railroad contingent fund,	36,268	58
Rent due by the Philadelphia and Reading Railroad Company,	347,320	16
Suspense account,	6,200	00
General charges, being amount now charged for the works and estates of the company leased to the Philadelphia and Reading Railroad Company,	12,492,900	86
	\$12,944,484	01

Susquehanna.

Year ending December 31, 1884.

Officers.

G. A. Nicolls, President,	Reading, Pa.
Robert D. Brown, Treasurer,	Baltimore, Md.

General offices at Baltimore, Md., and Reading, Pa.

Directors.

Residences.

George W. Dobbin,	Baltimore, Md.
Enoch Pratt,	Baltimore, Md.
Osmun Latrobe,	Baltimore, Md.
Charles F. Mayer,	Baltimore, Md.
James Sloan, junior,	Baltimore, Md.
Gilmor Meredith,	Baltimore, Md.
B. Andrews Knight,	Philadelphia, Pa.
William P. Jenks,	Philadelphia, Pa.
George deB. Keim,	Philadelphia, Pa.
J. N. Hutchison,	Philadelphia, Pa.
J. B. Lippincott,	Philadelphia, Pa.
Henry Lewis,	Philadelphia, Pa.

ASSETS.

Cost of canals,	\$4,931,345	53
Uncollected rentals,	445,757	28
Cash on hand,	4,663	18
	\$5,381,765	99
LIABILITIES.		
Capital stock,	\$2,002,746	00
Funded debt,	2,901,310	58
Unfunded debt,	477,709	41
	\$5,381,765	99

*Union.**Year ending December 31, 1884.**Officers.**Residences.*

Grant Weldman, President, Lebanon, Pa.
 George S. Bowman, Secretary, Treasurer, and
 General Superintendent *pro tempore*, Lebanon, Pa.
 A. J. Woods, Division Superintendent, Water-works, Lebanon county, Pa.
 George W. Heckerman, Division Superintendent, Hummelstown, Dauphin county, Pa.
 D. Zechman, Division Superintendent, Bernville, Berks county, Pa.

*Directors.**Residences.*

Frederick Fraley, Philadelphia.
 George deB. Keim, Philadelphia.
 T. C. Zulick, Schuylkill Haven.
 William A. Church, Philadelphia.
 Charles H. Quarles, Philadelphia.

ASSETS.

Stock, general account,	\$5,915,786	66
Cash,	1,119	00
L. R. Hynicka,	164	70
Drafts,	519	03
Cornish engine,	4,631	43
Profit and loss,	160,131	56
	\$6,082,352	88
LIABILITIES.		
Capital stock, preferred, six per cent.,	\$1,434,200	00
Capital stock, common,	1,252,800	00
Capital stock, fractional,	4,196	26
Capital stock, preferred, eight per cent.,	3,200	00
Capital stock, preferred, ten per cent.,	200	00
Capital stock, preferred, six per cent., S. O. Co.,	120,850	00
Sundry accounts, (personal,)	166,906	13
	\$6,082,352	88

REPORTS OF

TELEGRAPH AND TELEPHONE COMPANIES.



TELEGRAPH AND TELEPHONE COMPANIES.

American District Telegraph.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
William J. Phillips, President,	Philadelphia, Pa.
James Merrihew, Vice President,	New York city.
M. Richards Mucklé, Secretary and Treasurer,	Philadelphia, Pa.
Charles L. Chapin, General Superintendent,	Philadelphia, Pa.

General offices at 208 West Washington square, Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
William J. Phillips,	Philadelphia, Pa.
C. H. T. Collis,	New York city.
M. Richards Mucklé,	Philadelphia, Pa.
Thomas R. Woodhouse,	Philadelphia, Pa.
W. H. Woolverton,	New York city.
James McManes,	Philadelphia, Pa.
James Merrihew,	New York city.
Caleb J. Milne,	Philadelphia, Pa.
Henry Bentley,	Philadelphia, Pa.

COST OF LINE AND EQUIPMENT.

Construction, including patent rights, franchises, &c.,	\$381,215	95
Equipment,	22,601	86
Total,	\$403,817	81

CHARACTERISTICS OF LINE.

Length of wire in Pennsylvania, consisting of short lines in Philadelphia,	
Number of stations in Pennsylvania,	10 districts.
Number of instruments in use (entire line): 1,409 district instruments, 236 burglar alarms, 621 telegraph call instruments, 53 push buttons, 163 Morse registers, and other instruments,	2,482

Number of poles in use,	12
Number of persons employed in operating and maintaining line in Pennsylvania: Adults and operators, 73; messenger-boys, 204; total,	282
Number of local messages transmitted during the year, (entire line,)	27,988
Number of messages sent during the year in Pennsylvania, handed to other lines for transmission,	211,163
Number of messages received in Pennsylvania from other lines for delivery by messengers,	839,873
Value of real estate owned by the company, exclusive of line,	None owned

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Messages received to be forwarded by other lines to all parts of the world are charged rates established by those lines. Our local tariff for messenger service is based on time, not number of words. Time rates: 10 cents for 15 minutes; 15 cents for 30 minutes; 30 cents for 1 hour.

EXPENSES.

Gross expenses in Pennsylvania,	\$110,641 11
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RECEIPTS.

Gross receipts of entire line, including amount received for other corporations and individuals as their agent, . .	\$153,234 05
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SUMMARY OF PAYMENTS.

For construction of new lines,	\$3,004	50
Purchase of telegraph property,	800	49
Interest,	804	00
Miscellaneous, including payment to other corporations and individuals of amounts received, as above noted,	146,544	13
Taxes,	1,608	73
Total,	\$152,761	85

ASSETS.

License and patent right,	\$316,612	00
Charter and incorporation,	250	00
General construction,	61,353	95
Equipment,	22,601	86
Supplies,	5,768	96
Trustee stock, (A. D. T. Co., donated,)	4,650	00
Accounts receivable,	16,448	21
Cash,	8,349	20
	\$438,034	18

LIABILITIES.

Capital stock,	\$400,000	00
First mortgage bonds,	18,400	00
Accrued interest on bonds, (due March 1, 1885,)	268	00
Suspense account,	212	40
Audited vouchers,	1,440	08
Profit and loss,	22,718	70
	\$438,034	18

*American Rapid Telegraph.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Fred. H. May, President,	Caldwell, N. J.
Henry C. Loughlin, Secretary,	Philadelphia, Pa.
Russell H. Robbins, Treasurer,	New York city, N. Y.
<i>Directors.</i>	<i>Residences.</i>
Fred. H. May,	Caldwell, N. J.
Russell H. Robbins,	New York city, N. Y.
Frank Morison,	Boston, Mass.

COST OF LINE AND EQUIPMENT.

Construction,	No record.
Equipment,	No record.

CHARACTERISTICS OF LINE.

Length of main line, from State line, opposite Trenton, to State line, at Sugar Grove, Warren county, all in Pennsylvania,	688 $\frac{3}{4}$ miles.
Length of sub-marine cables, (entire line,)	None.
Length of sub-marine cables in Pennsylvania,	None.
Length of wire, (entire line,)	6,425 $\frac{1}{2}$ miles.
Length of wire in Pennsylvania,	6,425 $\frac{1}{2}$ miles.
Number of stations, (entire line,)	16
Number of stations in Pennsylvania,	16
Number of instruments in use, (entire line,)	No record.
Number of instruments in use in Pennsylvania,	No record.
Number of poles to the mile,	35
Number of persons employed in operating and maintaining the line,	None.
Number of persons employed in operating and maintaining line in Pennsylvania,	None.
Number of messages sent during the year, (entire line,)	No record.
Number of messages sent during the year in Pennsylvania,	No record.
Number of messages received, (entire line,)	No record.
Number of messages received in Pennsylvania,	No record.
Value of real estate owned by the company, exclusive of line,	Do not own any.
Value of real estate owned by the company in Pennsylvania,	Do not own any.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

No record kept, as the rates are constantly changing between points.

EXPENSES AND RECEIPTS.

Can't furnish any, as it is operated by Bankers' and Merchants' Telegraph Company.

SUMMARY OF PAYMENTS.

For construction of new lines,	No record.	
For purchase of telegraph property,	No record.	
For purchase of real estate,	None.	
For interest,	None.	
For dividends,	None.	
For miscellaneous,	None.	
For taxes,	\$986	56
For surplus fund,	None.	
Total,	\$986	56

STOCK AND DIVIDENDS.

Amount of preferred stock and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	100 shares.
Amount of stock issued as stock dividends and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	Never made any.

Atlantic and Ohio Telegraph.

Year ending December 31, 1884.

*Officers.**Residences.*

Norvin Green, President,	New York.
Thomas T. Eckert, Vice President,	New York.
R. H. Rochester, Secretary and Treasurer,	New York.

General offices at New York city.

*Directors.**Residences.*

Norvin Green,	New York.
Thomas T. Eckert,	New York.
Roswell H. Rochester,	New York.
John B. Van Every,	New York.
Charles A. Tinker,	New York.
James Merrihew,	New York.
Henry Bentley,	Philadelphia.
William B. Gill,	Philadelphia.
Sylvester S. Garwood,	Philadelphia.

COST OF LINE AND EQUIPMENT.

Cannot state, because no account of such cost is now in possession of the company.

CHARACTERISTICS OF LINE.

The lines are leased to the Western Union Telegraph Company, and are so merged with the lines of that company that it is not practicable to give their characteristics separately.

The return of the Western Union Telegraph Company includes all lines leased or owned by it.

The length of time for which the lines are leased, as above stated, is until terminated by six months' notice at the option of either party.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Same as those of the Western Union Telegraph Company.

EXPENSES.

Gross expenses of entire line are paid by the Western Union Telegraph Company, lessees, and are included in the return of that company.

RECEIPTS.

Gross receipts of entire line accrue to the Western Union Telegraph Company, lessees, and are included in the return of that company.

SUMMARY OF PAYMENTS.

For construction of new lines: None.

Purchase of telegraph property: None.

Purchase of real estate: None.

Interest: None.

Dividends: None other than ten per cent. paid by Western Union Telegraph Company.

Miscellaneous: None.

Taxes: Paid by lessees.

Surplus fund: None.

Total amount of surplus fund: None.

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None, since its lease to the Western Union Telegraph Company, April 15, 1864. Whether any prior thereto, is not known to the present officers; and the books of the company for such period are not in their possession.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies: Prior to April 15, 1864, not known for reasons given above. Since April 15, 1864, ten per cent. per annum, quarterly, upon outstanding stock, not belonging to the Western Union Telegraph Company, amounting now to \$6,500.

*Bell Telephone.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Henry Bentley, President,	Philadelphia.
James Merrihew, Vice President,	New York.
Samuel B. Huey, Secretary,	Philadelphia.
A. A. Ziegler, Treasurer,	Philadelphia.
Samuel M. Plush, General Manager,	Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
Henry Bentley,	Philadelphia.
Thomas E. Cornish,	Philadelphia.
Theodore N. Vall,	Boston, Mass.
Charles R. Truex,	Mont Clair, N. J.
James E. Mitchell,	Philadelphia.
Joel J. Bailey,	Philadelphia.
J. E. Kingsley,	Philadelphia.
J. Thomas T. Eckert,	New York.
Charles A. Tinker,	New York.
James Merrihew,	New York.
Samuel M. Plush,	Philadelphia.
William B. Gill,	Philadelphia.

COST OF LINE AND EQUIPMENT.

Total cost of construction and equipment, \$403,630 03

EXPENSES.

Gross expenses of entire line, \$180,778 41
 Gross expenses in Pennsylvania, 180,778 41

RECEIPTS.

Gross receipts of entire line, \$389,677 17
 Gross receipts in Pennsylvania, 389,677 17

SUMMARY OF PAYMENTS.

For construction of new lines,	\$28,700	58
For dividends,	229,600	00
For miscellaneous,	170,885	58
For taxes,	9,892	88
For surplus fund,	4,321	18
Total,	\$448,400	07
Total amount of surplus fund,	\$4,321	18

GENERAL STATISTICS.

Date of establishment,	Nov. 14, 1878.
Estimated population of station,	900,000
Number of circuits carrying one subscriber,	1,655
Number of circuits carrying two subscribers,	149
Number of circuits carrying over two subscribers,	23
Total number of circuits,	1,827
Miles of wire on poles,	521
Miles of wire on buildings,	1,104
Total miles of wire,	1,625
Number of branch offices,	7
Number of trunk lines from central to branch offices,	78
Number of conversations between subscribers per month, estimated,	240 each.
Number of operators employed in central office,	56
Total number of employes,	180
Style of central office system and apparatus,	Law multiple.
Number of subscribers to exchange,	2,187
Present established rates : \$120 per annum ; radius, one mile from exchange, business.	
Present established rates : \$100 per annum ; radius, one mile mile from exchange, residence.	
For telephone and transmitter, per month, residence, \$8 33 ; radius, one mile.	
For telephone and transmitter, per month, business place, \$10 ; radius, one mile.	

ASSETS.

Construction,	\$408,630	08
Material,	13,584	77
Office furniture,	4,993	59
Accounts receivable,	16,053	94
Stocks,	119,250	00
Cash on special deposit,	6,834	50
Cash,	8,316	80
	\$572,163	63
LIABILITIES.		
Capital stock,	\$560,000	00
Surplus,	4,321	13
Reserve for unearned rentals,	7,842	50
	\$572,163	63

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies : January 15, \$16,800, 3 per cent. ; June 17, \$33,600, 6 per cent. ; December 16, \$179,200, 32 per cent. .

Amount paid in dividends, cash, \$229,600.

*Central District and Printing Telegraph.**

Year ending December 31, 1884.

Officers.

	<i>Residences.</i>
D. Leet Wilson, President,	Pittsburgh, Pa.
Charles O. Rowe, Vice President,	Titusville, Pa.
John G. Stoakes, Secretary and Treasurer,	Pittsburgh, Pa.
Henry Metzger, General Manager,	Pittsburgh, Pa.
W. D. Paynter, General Superintendent,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.

Residences.

D. Leet Wilson,	Pittsburgh, Pa.
John L. George,	Pittsburgh, Pa.
George I. Whitney,	Pittsburgh, Pa.
Ralph Bagaley,	Pittsburgh, Pa.
Charles O. Rowe,	Titusville, Pa.
James Merrihew,	New York, N. Y.
Theodore N. Vail,	Boston, Mass.
George L. Phillips,	Dayton, Ohio.
Charles R. Truex,	Mont Clair, N. J.

* Reports Telephone business.

GENERAL STATISTICS.

[illegible]

ASSETS.

Licenses and franchises,	\$450,000	00
Construction and equipment,	259,217	21
Supplies and instruments in stock,	22,751	12
Accounts receivable,	9,789	10
Cash on hands,	2,212	39
	\$743,919	82
LIABILITIES.		
Capital stock,	\$500,000	00
Scrip dividends,	75,000	00
Unearned rentals,	19,044	50
Fixed charges,	8,152	56
Interest on scrip,	203	40
Sundry individual creditors,	16,532	80
Undivided profits,	109,986	56
Unpaid dividend,	15,000	00
	\$743,919	82

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends and dates of issue: None.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies: March 31, 1884, three per cent. on capital of \$500,000; June 30, 1884, three per cent. on capital of \$500,000; September 30, 1884, three per cent. on capital of \$500,000; December 31, 1884, three per cent. on capital of \$500,000.

	Amount.	
Amount paid in dividends, cash,	\$45,000	00
Cash dividend declared, but not yet paid,	15,000	00
Balance for the year or surplus,	46,258	58
Surplus at commencement of the year,	63,727	98
Total surplus,	\$109,986	56
Surplus invested as follows:		
Cash and loans,	\$2,212	39
Balance of accounts due company,	9,789	10
Material, fuel, and stores,	22,751	12
Other items: Construction and equipment,	75,283	95

*Delaware and Atlantic Telegraph and Telephone.***Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
J. Merrihew, President,	New York city.
S. S. Garwood, Secretary,	Philadelphia.
G. W. Porter, Treasurer,	Philadelphia.
W. B. Gill, General Superintendent,	Philadelphia.
General offices at 400 Chestnut street, Philadelphia, Pa.	

<i>Directors.</i>	<i>Residences.</i>
James Merrihew,	New York city.
C. A. Tinker,	New York city.
Henry Bentley,	Philadelphia.
S. M. Plush,	Philadelphia.
W. B. Gill,	Philadelphia.
W. T. Westbrook,	Philadelphia.
S. S. Garwood,	Philadelphia.

* Reports Telephone business only.

GENERAL STATISTICS.

	Phoenixville.	Coneshocken.	Pottstown.	Norristown.	Media.	West Chester.	Darby.	Chester.	Coatesville.	Bristol.	Lenni.	Lansdale.
Date of establishment,	Sep. '83	Sep. '83	Sep. '81	Aug. '88	Nov. '81	Nov. '88	Oct. '88	Oct. '79	Jan. '88	Sep. '88	Jan. '88	Feb. '84
Estimated population of station,	7,500	5,300	10,000	15,000	2,000	7,500	1,800	25,000	3,000	600	300	1,200
Number of circuits carrying one subscriber,	10	22	38	67	12	98	6	118	7	10	5	6
Number of circuits carrying two subscribers,	8	...	2	6
Number of circuits carrying over two subscribers,	6	8
Total number of circuits,	10	22	47	67	14	98	6	127	7	10	5	6
Miles of wire on poles,	1	1	40	30	6	40	2	150	4	3	2½	3
Miles of wire on buildings,	8	7	2	5	2	3	...	8	...	1	1	...
Total miles of wire,	4	8	42	35	8	42	2	158	4	4	2½	3
Number of conversations between subscribers per month, estimated,	100	100	150	125	90	150	90	200	75	75	50	50
Number of operators employed in central office,	1	1	2	2	1	2	1	3	1	1	1	1
Total number of employees,	1	1	2	2	1	2	1	3	1	1	1	1
Style of central office system and apparatus,	Special	Special	Special	Will'ms	Special	W. E.	Special	W. F.	Special	Special	Special	Special
Number of subscribers to exchange,	10	23	56	67	16	83	6	139	7	10	5	6
Present established rates,	\$48 00	\$48 00	\$50 00	\$48 00	\$50 00	\$48 00	\$52 00	\$66 00	\$54 00	\$48 00	\$66 00	\$52 00
For telephone and transmitter, per month, residence,	\$3 00	\$3 00	\$3 33	\$3 00	\$3 00	\$3 00	\$3 33	\$3 00	\$3 00	\$3 00	\$3 00	\$3 00
For telephone and transmitter, per month, business place,	\$4 00	\$4 00	\$4 17	\$4 00	\$4 17	\$4 00	\$4 33	\$5 50	\$4 50	\$4 00	\$5 50	\$4 33

ASSETS.

Construction,	\$39,870	69
	\$39,870	69
LIABILITIES.		
Capital stock,	\$10,000	00
Due corporations,	16,733	59
Profit and loss,	12,637	10
	\$39,870	69

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and date of issue,	None.
Date and rate per cent. of all cash dividends on stock of original and consolidated companies,	None.

Amount paid in dividends,	None.	
Balance for the year or surplus,	\$7,317	23
Surplus at the commencement of the year,	5,319	88
Total surplus,	\$12,637	10
Surplus invested as follows:		
Construction,	\$12,637	10

*New York and Pennsylvania Telephone and Telegraph.**

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
Charles F. Cutler, President,	New York, N. Y.
H. L. Storke, Vice President,	Auburn, N. Y.
Joel C. Clark, Secretary and Treasurer,	South Framingham, Mass.
W. N. Eastabrook, General Manager,	Elmira, N. Y.
<i>Directors.</i>	<i>Residences.</i>
Charles F. Cutler,	New York, N. Y.
H. L. Storke,	Auburn, N. Y.
Joel C. Clark,	South Framingham, Mass.
W. N. Eastabrook,	Elmira, N. Y.
A. O. Morgan,	Boston, Mass.
Charles R. Truex,	Mont Clair, N. J.
Thomas B. Perry,	Brooklyn, N. Y.

* Reports Telephone business only.

GENERAL STATISTICS.

	Bradford Ex.	Corry Ex.	Erie Ex.—Purchased 1884.	Towanda Ex.	Troy Ex.	Warren Ex.	Westfield Ex.
Date of establishment,	1880	1879	1879	1883	1882	1890	1883
Estimated population of station,	18,000	8,000	35,000	5,000	2,500	5,000	4,000
Number of circuits carrying one subscriber,	111	25	207	54	5	74	4
Number of circuits carrying two subscribers,	47	8	22	4	1	28	4
Number of circuits carrying over two subscribers,							
Total number of circuits,	19	5	20	3	1	9	1
Miles of wire on poles,	210	38	249	61	7	111	9
Miles of wire on buildings,	337	36	203	23½	7	188	8
Total miles of wire,	25		5				
Number of branch offices,	362	36	208	23½	7	188	8
Number of trunk lines from central to branch office,	1		1		1	8	
Number of operators employed in central office,	1		1		3	3	
Total number of employes,	5	2	5	2	2	5	1
Style of central office system and apparatus,	Gilliland and W. Electric.	Gilliland. { 50 50	Western Electric. 314	Western Electric. 76	W. Electric and Gilliland 10	Western Electric. 150	Western Electric. 14
Number of subscribers to exchange,							
For telephone and transmitter, per month, residence,	\$4 17	\$3 00	\$3 50 & \$4 50	\$3 00	\$2 50 & \$4 50	\$3 00	\$3 00 & \$3 50
For telephone and transmitter, per month, business place,	5 00	4 00	4 50 & 7 00	3 50	3 00 & 4 50	4 00 & 5 00	3 50 & 4 00

ASSETS.

Property account,	\$543,810	00
License,	350,000	00
Construction,	162,305	67
Cash in banks,	6,501	42
Accounts receivable,	7,688	80
	\$1,070,255	89
LIABILITIES.		
Capital stock,	\$1,000,000	00
Vouchers, audited and unpaid,	17,501	88
Toll line receipts, unearned, (coupons sold to aid construction,)	8,245	41
Bills payable,	11,623	15
Dividend scrip account,	19,908	26
Surplus,	12,979	75
	\$1,070,255	89

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies: January 10, 1½ per cent.; April 10, 1½ per cent.

Amount paid in dividends,	{ Scrip, \$19,500, {	\$29,250	00
	{ Cash, 9,750, {		
Balance for the year or surplus,		10,082	71
Surplus at commencement of the year, \$12,647 04; less dividend paid for 1883, \$9,750 00,		2,897	04
Total surplus,		12,979	75

Pacific and Atlantic Telegraph.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
Norvin Green, President,	New York.
Charles A. Tinker, Vice President,	New York.
R. H. Rochester, Secretary and Treasurer,	New York.

General offices at New York city.

<i>Directors.</i>	<i>Residences.</i>
Thomas T. Eckert,	New York.
Roswell H. Rochester,	New York.
Charles A. Tinker,	New York.
James Merrihew,	New York.
Henry Bentley,	Philadelphia.
Sylvester S. Garwood,	Philadelphia.

CHARACTERISTICS OF LINE.

The lines are leased to the Western Union Telegraph Company, and are so merged with the lines of that company that it is not practicable to give their characteristics separately. The returns of the Western Union Tele-

graph Company include all lines leased or owned by it. The length of time for which the lines are leased (as above stated) is nine hundred and ninety-nine years from January 1, 1874.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Same as those of the Western Union Telegraph Company.

EXPENSES.

Gross expenses of entire line are paid by the Western Union Telegraph Company, lessees, and are included in the return of that company.

RECEIPTS.

Gross receipts of entire line accrue to the Western Union Telegraph Company, lessees, and are included in the return of that company.

SUMMARY OF PAYMENTS.

None. Taxes paid by lessees.

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies: December 1, 1866, $3\frac{1}{4}$ per cent.; April 1, 1867, July 1, 1867, October 1, 1867, January 1, 1868, April 1, 1868, July 1, 1868, October 1, 1868, January 1, 1869, April 1, 1869, July 1, 1869, October 1, 1869, $2\frac{1}{2}$ per cent.

Philadelphia, Reading and Pottsville Telegraph.

Year ending November 30, 1884.

Officers.

Officers.	Residences.
George deB. Keim, President,	Philadelphia.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.
Oscar W. Stager, General Superintendent,	Reading.

General offices at 227 South Fourth street, Philadelphia.

Directors.

Directors.	Residences.
J. B. Lippincott,	Philadelphia.
Henry Lewis,	Philadelphia.
Edward C. Knight,	Philadelphia.
G. A. Nicolls,	Reading.

COST OF LINE AND EQUIPMENT.

Construction,	\$196,266	63
Equipment,	57,792	85
Total,	\$254,059	48

CHARACTERISTICS OF LINE.

Length of main line, from Philadelphia to Pottsville, . . .	101 miles.
Length of main lines in Pennsylvania,	873 $\frac{3}{4}$ miles.
Length of submarine cables, (entire line,)	500 feet.
Length of wire, (entire line,)	3,086 $\frac{1}{4}$ miles.
Length of wire in Pennsylvania,	Same.
Number of stations, (entire line,)	392
Number of stations in Pennsylvania,	Same.
Number of instruments in use, (entire line,)	800
Number of instruments in use in Pennsylvania,	Same.
Number of poles to the mile,	31 to 37
Number of persons employed in operating and maintaining the line: Males, 676; females, 13; total,	689
Number of persons employed in operating and maintaining line in Pennsylvania,	Same.
Number of messages sent during the year, (entire line,) .	381,454
Number of messages sent during the year in Pennsylvania,	Same.
Number of messages received, (entire line,)	Same.
Number of messages received in Pennsylvania,	Same.
Value of real estate owned by the company, exclusive of line,	Nothing.
Value of real estate owned by the company in Pennsylvania,	Nothing.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under: 15, 20, and 25 cents for ten words; 1 and 2 cents for each additional word.

For one hundred miles and under two hundred miles: 15, 20, and 25 cents for ten words; 1 and 2 cents for each additional word.

(EXPENSES.

Gross expenses of entire line,	\$64,630 92
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RECEIPTS.

Gross receipts of entire line,	\$98,693 20
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SUMMARY OF PAYMENTS.

For construction of new lines,	\$1,110	99
For maintenance and repairs,	21,826	31
For salaries,	32,115	00
For interest,	12,000	00
For dividends,	20,000	00
For miscellaneous,	7,911	51
For taxes,	2,778	10
Total,	\$97,741	91

ASSETS.

Construction,	\$196,266	63
Equipment,	57,792	85
Material,	11,633	68
Cash,	846	35
Sundry debits,	9,662	51
	\$276,201	97
LIABILITIES.		
Capital stock,	\$20,000	00
Debenture bonds,	200,000	00
Coupons due December 1, 1884, (accrued,)	6,000	00
Sundry credits,	31,448	97
Profit and loss income account,	18,758	00
	\$276,201	97

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies: November 29, 1884, 100 per cent.

Amount paid in dividends: Cash, \$20,000.

Pennsylvania Telephone.

Year ending December 31, 1884.

Officers.

Hon. Francis Jordan, President,	Harrisburg, Pa.
A. R. Shellenberger, Vice President,	Harrisburg, Pa.
Martin H. Buehler, Secretary and Treasurer,	Harrisburg, Pa.
William Ker, General Manager,	Harrisburg, Pa.

General offices at Harrisburg, Pa.

*Directors.**Residences.*

Hon. Francis Jordan,	Harrisburg, Pa.
A. R. Shellenberger,	Harrisburg, Pa.
Charles James Bell,	Washington, D. C.
John L. Wilson,	Easton, Pa.
Michael Schall,	York, Pa.
Charles R. Truex,	Mont Clair, N. J.
O. E. Mædden,	Boston, Mass.

GENERAL STATISTICS.

	Harrisburg.	Carlisle.	Lancaster.	York.	Hanover.	Reading.	Pottsville.
Date of establishment,	Jan. 20, 1890	July, 1893	1879	1878	May 11, 1881	Oct., 1879	June, 1890
Estimated population of station,	35,000	8,000	30,000	17,000	2,400	50,000	14,000
Number of circuits carrying one subscriber,	59	32	83	21	4	190	20
Number of circuits carrying two subscribers,	49	19	56	28		180	14
Number of circuits carrying over two subscribers,	27	3	17	18		38	24
Total number of circuits,	135	54	156	67	4	366	68
Miles of wire on poles,	144½	75	435½	150	13	699½	825
Miles of wire on buildings,	17	4	1	7		10	2
Total miles of wire,	161½	79	436½	157	13	709½	827
Number of branch offices,	1	1	3			2	4
Number of trunk lines from central to branch office,	2	2	4			9	4
Number of conversations between subscribers per month, estimated,	37,200	6,159	39,500	21,388	300	65,000	15,000
Number of operators employed in central office,	4	2	4	8	1	8	2
Total number of employes,	9	3	12	4	1	19	8
Style of central office system and apparatus,	Chas. Williams, Jr.	Chas. Williams, Jr.	Chas. Williams, Jr.	Chas. Williams, Jr.	Home made,	Improved W. Electric,	Gilliland.
Number of subscribers to exchange,	253	81	271	112	4	565	181
For telephone and transmitter, per month, residence,	\$3 00	\$3 00	\$3 00	\$3 00	\$3 00	\$3 33	\$3 33
For telephone and transmitter, per month, business place,	4 00	4 00 & 4 17	4 00 & 4 17	4 00	4 00	4 17	4 17

ASSETS.

Plant,	\$442,780	29
Perpetual franchises from American Bell Telephone Company,	240,100	00
Material on hand, H. O. and branches,	6,896	83
Rentals outstanding in excess of overpaid,	6,812	33
Due from Central division,	294	88
Cash on hand,	15,410	21
	\$712,294	49
LIABILITIES.		
Capital stock,	\$686,000	00
Sundry creditors,	976	25
Amount of dividends declared and unpaid,	17,833	00
Undivided profits,	7,482	24
	\$712,294	49

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies: January 10, 1884, 2 per cent.; April 10, 1884, 2 per cent.; July 10, 1884, 2 per cent.; October 10, 1884, 2 per cent.

Amount paid in dividends: Cash, \$29,654.

Philadelphia Local Telegraph.

Year ending March 31, 1884.

Officers.

Henry Bentley, President, Philadelphia.
William P. Wheatland, Secretary and Treasurer, Philadelphia.

General offices at No. 107 South Third street, Philadelphia.

Directors.

Henry Bentley, Philadelphia.
William P. Wheatland, Philadelphia.
William B. Gill, Philadelphia.
George B. Drescher, Philadelphia.
James Merrihew, New York.
Charles A. Tinker, New York.
Augustus Schell, New York.

Residences.**Residences.****COST OF LINE AND EQUIPMENT.**

Construction: Cost of lines, property, rights, franchises, patents, &c.,	\$400,000	00
Total,	\$400,000	00

CHARACTERISTICS OF LINE.

All local lines extending from one part of the city to another, in Philadelphia only.

Length of wire in Pennsylvania,	156 miles.
Number of stations, entire line,	67 miles.
Number of stations in Pennsylvania,	67
Number of instruments in use, entire line,	402
Number of instruments in use in Pennsylvania,	402
Number of poles to the mile, about,	40
Number of persons employed in operating and maintaining the line: Males, 64; females, 29; total,	93
Number of persons employed in operating and maintaining line in Pennsylvania: Males, 64; females, 29; total,	93
Number of messages sent during the year, entire line, about,	326,000
Number of messages sent during the year in Pennsylvania,	326,000
Number of messages received, entire line,	475,000
Number of messages received in Pennsylvania,	475,000
Value of real estate owned by the company, exclusive of line,	None.
Value of real estate owned by the company in Pennsylvania,	None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under: 15 and 20 cents for ten words; 1 and 2 cents for each additional word.

We have no wire of a greater length than eight miles.

EXPENSES.

Gross expenses of entire line,	\$92,138 72
Gross expenses in Pennsylvania,	92,138 72

RECEIPTS.

Gross receipts of entire line,	\$153,795 57
Gross receipts in Pennsylvania,	153,795 57

SUMMARY OF PAYMENTS.

For construction of new lines and purchase of telegraph property, stocks, &c.,	\$15,529	42
For dividends,	44,000	00
Miscellaneous,	95,824	24
Taxes,	6,314	45
Undivided profits,	2,127	43
Total,	\$158,795	57
Total amount of undivided profits,	\$56,368	71

ASSETS.

Construction, equipment, plant, &c.,	\$331,219	84
Amount invested in stocks, memberships, &c., in other companies, . .	125,149	87
Cash accounts due and unpaid,	2,362	32
Cash balances,	7,765	11
	\$466,496	14
LIABILITIES.		
Capital stock,	\$400,000	00
Unfunded surplus,	58,368	71
Profit and loss, undivided dividend and surplus,	10,127	43
	\$466,496	14

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies: June 30, 1883, three per cent.; September 30, 1883, four per cent.; December 31, 1883, two per cent.; March 31, 1884, two per cent.

Amount paid in dividends, cash,	\$44,000	00
Balance for the year or surplus,	2,127	43
Surplus at commencement of the year,	1,602	63
Total surplus,	2,127	63
Surplus invested as follows:		
Cash and accounts due company,	2,127	63

Rockhill Telegraph.

Year ending November 30, 1884.

<i>Officers.</i>	<i>Residences.</i>
William A. Ingham, President,	Philadelphia, Pa.
W. B. Jacobs, Secretary and Treasurer,	Philadelphia, Pa.
A. W. Sims, General Manager and General Superintendent,	Orbisonia, Pa.
General offices at 320 Walnut street, Philadelphia, Pa.	

<i>Directors.</i>	<i>Residences.</i>
William A. Ingham,	Philadelphia, Pa.
Ario Pardee,	Hazleton, Pa.
Edward Roberts, junior,	Philadelphia, Pa.
George B. Markle,	Philadelphia, Pa.
Percival Roberts,	Philadelphia, Pa.

CHARACTERISTICS OF LINE.

Length of main line, from Mount Union to Robertsdale,	30 miles.
Length of main line in Pennsylvania,	30 miles.
Length of wire, (entire line,)	30 miles.
Length of wire in Pennsylvania,	30 miles.

REPORTS OF COMPANIES.

[No. 6,

Number of stations, entire line,	5
Number of stations in Pennsylvania,	5
Number of instruments in use, (entire line,)	5
Number of instruments in use in Pennsylvania,	5
Number of poles to the mile,	33
Number of persons employed in operating and maintaining the line, male,	5
Number of persons employed in operating and maintaining the line in Pennsylvania, male,	5
Number of messages sent during the year, (entire line,) .	487
Number of messages sent during the year in Pennsylvania,	487
Number of messages received, (entire line,)	487
Number of messages received in Pennsylvania,	487

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under: For ten words, 25 cents; each additional word, 2 cents.

EXPENSES.

Gross expenses of entire line paid by East Broad Top Railroad and Coal Company and included in their report.

Gross expenses in Pennsylvania: All.

RECEIPTS.

Gross receipts of entire line received by East Broad Top Railroad and Coal Company and included in their report.

Gross receipts in Pennsylvania: All.

ASSETS.

Construction and equipment,	\$4,230	13
Cash in bank,	300	00
	<hr/>	
	\$4,520	13
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LIABILITIES.		
Capital stock,	\$300	00
Unfunded debt,	4,220	13
	<hr/>	
	\$4,520	13
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STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies: None.

*Sullivan Telephone, (Limited.)**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
Thomas J. Ingham, Chairman Board of Managers,	Dushore.
Rush J. Thomson, Secretary,	Dushore.
P. R. Ackley, Treasurer,	Dushore.

General offices at Dushore, La Porte, La Porte Tannery, and Eaglesmere.

<i>Managers.</i>	<i>Residences.</i>
Thomas J. Ingham,	Dushore.
F. B. Pomeroy,	Dushore.
B. S. Collins,	Dushore.
Samuel F. Colt, junior,	Dushore.
Russell Karns,	La Porte.

COST OF LINE AND EQUIPMENT.

Construction,	\$500	00
Equipment,	150	00
Total,	\$650	00

CHARACTERISTICS OF LINE.

Length of main line, from Dushore to Eaglesmere,	16 miles.
Length of main line in Pennsylvania,	16 miles.
Length of wire, (entire line,)	16 miles.
Length of wire in Pennsylvania,	16 miles.
Number of stations, (entire line,)	4
Number of stations in Pennsylvania,	4
Number of instruments in use, (entire line,)	4
Number of instruments in use in Pennsylvania,	4
Number of poles to the mile,	20 or 25
Number of persons employed in operating and maintaining the line: None specially, but needed attention given by employes in stores.	
Number of messages sent during the year, (entire line:) No account kept; we merely kept the gross receipts from messages and conversations.	
Value of real estate owned by the company, exclusive of line,	None.
Value of real estate owned by the company in Pennsylvania,	None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under: Rates for fifteen words, 15 cents for ten miles; 20 cents for sixteen miles; each additional word, 1 cent.

EXPENSES.

Gross expenses of entire line, exclusive of rent of instruments, 41.76

RECEIPTS.

Gross receipts of entire line, 45.33

SUMMARY OF PAYMENTS.

Taxes, 2.75

GENERAL STATISTICS.

Date of establishment, March 13, 1882.

Estimated population of stations: Dushore, 700; La Porte, 300; Tanlery, 200; Eaglesmere, 100.

Number of circuits carrying one subscriber: The business is not done by subscribers, but each person pays when they use the instruments for conversation or send messages. Some commuted last year.

Miles of wire on poles, 16

Miles of wire on buildings, None.

Total miles of wire, 16

Number of branch offices, 4

Number of conversations between subscribers per month, estimated, No account kept.

Number of operators employed in central office: No special employés, but the business done in stores, where the employés in the stores attend to it without pay.

ASSETS.

Wire, poles, and office fixtures,	\$650	00
LIABILITIES.		
Capital stock,	\$650	00

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies: None.

REMARKS.—The Sullivan Telephone Company, (Limited,) is a limited partnership, established for convenience rather than profit. It is a small affair, and many of the statistics called for are beyond the scope of our business. We have endeavored to answer fully all inquiries that come within the scope of our business transactions.

Tioga and Morris Run Telegraph.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
W. S. Nearing, President,	Morris Run, Pa.
G. R. Brown, Secretary, Treasurer, and Superintendent,	Corning, N. Y.

General offices at Morris Run, Pa.

<i>Directors.</i>	<i>Residences.</i>
W. S. Nearing,	Morris Run, Pa.
A. H. Garton,	Corning, N. Y.
A. J. Owen,	Fall Brook, Pa.
A. Hardt,	Wellsboro', Pa.
G. R. Brown,	Corning, N. Y.

COST OF LINE AND EQUIPMENT.

Total cost of construction and equipment,	\$1,700 00
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CHARACTERISTICS OF LINE.

Length of main line, from Tioga to Morris Run,	28½ miles.
Length of main line in Pennsylvania,	28½ miles.
Length of submarine cables, (entire line,)	None.
Length of submarine cables in Pennsylvania,	None.
Length of wire, (entire line,)	28½ miles.
Length of wire in Pennsylvania,	28½ miles.
Number of stations, (entire line,)	7
Number of stations in Pennsylvania,	7
Number of instruments in use, (entire line,)	7
Number of instruments in use in Pennsylvania,	7
Number of poles to the mile,	32
Number of persons employed in operating and maintaining the line, male,	7
Number of persons employed in operating and maintaining line in Pennsylvania, male,	7
Number of messages sent during the year, (entire line,)	No record.
Number of messages sent during the year in Pennsylvania,	No record.
Number of messages received, (entire line,)	No record.
Number of messages received in Pennsylvania,	No record.
Value of real estate owned by the company, exclusive of line,	None.
Value of real estate owned by the company in Pennsylvania,	None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under,	25 cents.	2 cents.
For one hundred miles and under two hundred miles,	25 cents.	2 cents.
For two hundred miles and under three hundred miles,	25 cents.	2 cents.
For three hundred miles and under four hundred miles,	25 cents.	2 cents.
For four hundred miles and under five hundred miles,	25 cents.	2 cents.

EXPENSES.

Gross expenses of entire line,	\$777 27
Gross expenses in Pennsylvania,	777 27

RECEIPTS.

Gross receipts of entire line,	\$549 04
Gross receipts in Pennsylvania,	549 04

SUMMARY OF PAYMENTS.

Summary of payments,	None.
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STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$2,500 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

*Western Pennsylvania Telegraph and Telephone.**Year ending December 31, 1884.*

<i>Officers.</i>	<i>Residences.</i>
A. F. Keating, President,	Pittsburgh, Pa.
R. D. McGonigle, Secretary,	Allegheny.
Wilson McCandless, Treasurer,	Allegheny.
L. A. Duncan, General Manager,	Pittsburgh.
J. T. McConnell, General Superintendent,	Pittsburgh.
General offices at Pittsburgh, Pa.	

<i>Directors.</i>	<i>Residences.</i>
A. F. Keating,	Pittsburgh, Pa.
W. A. Dunshee,	McKeesport, Pa.
Joshua Rhodes,	Pittsburgh, Pa.
Wilson McCandless,	Allegheny, Pa.
E. C. Converse,	Pittsburgh, Pa.

Western Pennsylvania Telegraph.

Year ending September 30, 1884.

<i>Officers.</i>	<i>Residences.</i>
N. C. Griswold, President,	Pittsburgh, Pa.
J. B. Washington, Secretary and Treasurer,	Pittsburgh, Pa.
General offices at Pittsburgh, Pa.	

<i>Directors.</i>	<i>Residences.</i>
N. C. Griswold,	Pittsburgh, Pa.
J. B. Washington,	Pittsburgh, Pa.
Johns McCleave,	Pittsburgh, Pa.
H. S. Burgessser,	Pittsburgh, Pa.
J. A. Smith,	Pittsburgh, Pa.
S. K. Harris,	Pittsburgh, Pa.

COST OF LINE AND EQUIPMENT.

Construction,	\$462 67
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CHARACTERISTICS OF LINE.

Length of main line, from Willow Grove to Sharpsburg, .	3½ miles.
Length of main line in Pennsylvania,	3½ miles.
Length of wire, (entire line,)	7 miles.
Length of wire in Pennsylvania,	7 miles.
Number of poles to the mile,	33

Western Union Telegraph.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
Norvin Green, President,	New York.
Thomas T. Eckert, Vice President and General Manager,	New York.
Harrison Durkee, Vice President,	New York.
John Van Horne, Vice President,	New York.
George J. Gould, Vice President,	New York.
A. R. Brewer, Secretary,	New York.
R. H. Rochester, Treasurer,	New York.
Charles A. Tinker, General Superintendent,	New York.
R. C. Clowry, General Superintendent,	Chicago, Illinois.
James Merrihew, General Superintendent,	New York.

General offices at New York city.

<i>Directors.</i>	<i>Residences.</i>
Norvin Green,	New York.
Thomas T. Eckert,	New York.
John T. Terry,	New York.
John Van Horne,	New York.
Harrison Durkee,	New York.
Jay Gould,	New York.
Russell Sage,	New York.
Alonzo B. Cornell,	New York.
Sidney Dillon,	New York.
Cyrus W. Field,	New York.
George J. Gould,	New York.
Samuel Sloan,	New York.
John Pender, M. P.,	London, England.
Henry Weaver,	London, England.
Percy R. Pyne,	New York.
Robert Lenox Kennedy,	New York.
Hugh J. Jewett,	New York.
J. Pierpont Morgan,	New York.
Frederick L. Ames,	Boston, Mass.
John Hay,	Cleveland, Ohio.
William D. Bishop,	New Haven, Conn.
C. P. Huntingdon,	New York.
George B. Roberts,	Philadelphia, Pa.
Frank Work,	New York.
Erastus Wiman,	New York.
John J. Astor,	New York.
Chauncey M. Depew,	New York.
James W. Clendenin,	New York.
Abraham R. Van Nest,	New York.
George D. Morgan,	New York.

COST OF LINE AND EQUIPMENT.

So great a part of this property having been acquired by absorption of, or consolidation with, other companies, whose books and records are not in our possession, or in existence, to our knowledge, the cost cannot now be stated.

CHARACTERISTICS OF LINE.

Inclusive of all leased lines.

Length of lines,	146,052.60 miles.
Length of line in Pennsylvania,	8,350.76 miles.
Length of submarine cables, (entire line,)	5,983.29 miles.
Length of submarine cables in Pennsylvania,	3 miles.
Length of wire, (entire line,)	456,880.16 miles.
Length of wire in Pennsylvania,	38,773.86 miles.
Number of stations, (entire line,)	13,847
Number of stations in Pennsylvania,	1,175
Number of instruments in use, (entire line,)	35,607
Number of instruments in use in Pennsylvania. Have no record by States.	
Number of poles to the mile,	30
Number of persons employed in operating and maintaining the line,	22,382
Number of persons employed in operating and maintaining the line in Pennsylvania,	1,425
Number of messages sent during the year,	41,000,000
Number of messages sent during the year in Pennsylvania. Have no record by States.	
Number of messages received, (entire line,)	Same as sent.
Number of messages received in Pennsylvania. Have no record by States.	
Value of real estate owned by the company, exclusive of line,	\$3,051,548 92
Value of real estate owned by the company in Pennsylvania,	32,688 61

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

In the State of Pennsylvania.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under,	10 cents to 25 cents.	1 cent to 2 cents.
For one hundred miles and under two hundred miles,		
For two hundred miles and under three hundred miles,		
For three hundred miles and under four hundred miles,		
For four hundred miles and under five hundred miles,		

EXPENSES.

Gross expenses of entire line,	\$12,439,771 88
Gross expenses in Pennsylvania. Have no account by States.	

RECEIPTS.

Gross receipts of entire line,	\$18,456,185 19
Gross receipts in Pennsylvania. Have no account by States.	

SUMMARY OF PAYMENTS.*From profits of the year.*

Dividends,	\$495,878	05
Miscellaneous,	5,399,242	84
Taxes, \$338,384 48, (included in expenses above.)		
Surplus fund,	121,792	42
Total,	\$6,016,413	31
Total amount of surplus fund,	\$5,814,980	28

ASSETS.

Telegraph lines, stocks in other telegraph companies merged in Western Union system, franchises, patents, etc.,	\$88,967,668	92
Real estate,	8,061,548	92
Stocks in telegraph and telephone companies, and other securities,	7,516,637	74
Supplies and material on hand, not issued,	257,101	04
Cash on hand, loaned, or in hands of agents,	2,066,122	01
Sundry accounts receivable,	1,272,744	87
Sinking funds in hands of trustees,	259,562	84
	\$98,881,385	84

LIABILITIES.

Capital stock,	\$80,000,000	00
Funded debt,	7,214,456	00
Unfunded debt,	None	
Sundry accounts payable, including dividend of January 15, 1885,	8,122,449	11
Stocks held through Gold and Stock Telegraph Company until 1981, without interest,	2,729,550	00
Surplus of income,	5,814,980	28
	\$98,881,385	84

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: The present Western Union Telegraph Company treats its business as if its organization had been effected July 1, 1866—the date of the completion of what was at that time the most important consolidations—since when its capital stock has been increased to \$80,000,000, for acquisition of stocks of other telegraph companies and of other properties.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies since July 1, 1866, as follows : July 16, 1866, January 21, 1867, July 20, 1867, July 20, 1868, January 20, 1869, July 20, 1869, January 20, 1870, July 15, 1874, October 15, 1874, January 15, 1875, April 15, 1875, July 15, 1875, October 15, 1875, January 15, 1876, 2 per cent. each ; July 15, 1876, October 15, 1876, January 15, 1877, April 14, 1877, July 14, 1877, October 15, 1877, January 15, 1878, April 15, 1878, July 15, 1878, October 15, 1878, January 15, 1879, April 15, 1879, $1\frac{1}{2}$ per cent. each ; July 15, 1879, October 15, 1879, $1\frac{1}{2}$ per cent. each ; January 15, 1880, $2\frac{1}{2}$ per cent. ; April 15, 1880, July 15, 1880, October 15, 1880, $1\frac{1}{2}$ per cent. each ; January 15, 1881, April 15, 1881, July 15, 1881, October 15, 1881, January 16, 1882, April 15, 1882, July 15, 1882, October 16, 1882, January 15, 1883, $1\frac{1}{2}$ per cent. each ; April 16, 1883, July 16, 1883, October 15, 1883, January 15, 1884, April 15, 1884, July 15, 1884, October 15, 1884, $1\frac{1}{2}$ per cent. each ; January 15, 1885, $1\frac{1}{2}$ per cent.

Amount paid in dividends, cash,	\$5,399,242	84
Paid to sinking fund,	39,991	00
Balance for the year or surplus,	121,792	42
Surplus at commencement of the year,	5,198,137	81
Total surplus,	5,314,930	28
Surplus invested : See general balance sheet.		

Williamsport and North Branch Telephone.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
Samuel Bryan, President,	Hughesville, Pa.
W. H. Warn, Secretary,	Hughesville, Pa.
Peter Reeder, Treasurer,	Hughesville, Pa.

<i>Directors.</i>	<i>Residences.</i>
William Frontz,	Hughesville, Pa.
Jeremiah Kelly,	Hughesville, Pa.
J. K. Rishel,	Hughesville, Pa.
Howard Lyon,	Hughesville, Pa.
James K. Boak,	Hughesville, Pa.
J. H. Fague,	Hughesville, Pa.

COST OF LINE AND EQUIPMENT.

Construction,	\$1,600 00
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CHARACTERISTICS OF LINE.

Length of main line, from Hughesville to Eaglesmere, . .	28 miles.
Length of main line in Pennsylvania,	28 miles.
Length of wire in Pennsylvania,	28 miles.
Number of stations, (entire line,)	7

Number of stations in Pennsylvania,	7
Number of instruments in use, (entire line,)	8
Number of instruments in use in Pennsylvania,	8
Number of poles to the mile, about	28
Number of persons employed in operating and maintain- ing the line,	None.
Number of persons employed in operating and maintain- ing line in Pennsylvania,	None.
Value of real estate owned by the company, exclusive of line,	None.
Value of real estate owned by the company in Pennsylvania,	None.

SUMMARY OF PAYMENTS.

Dividends,	\$118	00
Total,	\$118	00

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies: The lines of this company are leased to the Williamsport and North Branch Railroad Company, which pays a dividend of 8 per cent. per annum as a rental. Dividends were paid May 1 and November 1, 1884.

	Amount.
Amount paid in dividends, cash, \$118,	\$118 00
Paid to sinking fund,	Nothing.
Balance for the year or surplus,	Nothing.
Surplus at commencement of the year,	Nothing.
Total surplus,	Nothing.

This company does no business except the construction of its lines.

York Overland Telephone, Telegraph, and Electric Light.

Year ending December 31, 1884.

<i>Officers.</i>	<i>Residences.</i>
A. F. Gelsey, President,	York, Pa.
J. Wiest, Secretary,	York, Pa.
J. H. Baer, Treasurer,	York, Pa.
General offices at York, Pa.	

<i>Directors.</i>	<i>Residences.</i>
A. F. Geisey,	York, Pa.
J. Wiest,	York, Pa.
C. A. Elsenhart,	York, Pa.
J. H. Baer,	York, Pa.
F. G. Metzgar,	York, Pa.

COST OF LINE AND EQUIPMENT.

Construction,	\$410	00
Equipment,	87,415	00
Total,	\$87,825	00

GENERAL STATISTICS.

Date of establishment,	Oct. 10, 1884.
Estimated population of station,	15,000
Number of circuits carrying one subscriber,	7
Number of circuits carrying two subscribers,	7
Number of circuits carrying over two subscribers,	4
Total number of circuits,	18
Miles of wire on poles,	7
Miles of wire on buildings,	2
Total miles of wire,	9
Number of conversations between subscribers per month, estimated,	1,000
Number of operators employed in central office,	2
Total number of employes,	4
Number of subscribers to exchange,	35
For telephone and transmitter, per month, residence,	\$1 50
For telephone and transmitter, per month, business place,	2 00



TABULATED RESULTS

COMPILED FROM REPORTS OF COMPANIES.

TABLE A.—STOCK AND DIVIDENDS.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Number of shares issued.	Amount paid in on each share.	Par value of each share.	Rate per cent. of dividends.
Addison and Northern Pennsylvania,	\$800,000	\$500,000	\$500,000	5,000	\$100	\$100	00
Allegheny Valley,	5,000,000	2,166,500	2,166,500	43,330	50	50	00
Allentown,	2,000,000	1,414,200	1,268,884	22,917	50	50	00
Arnot and Pine Creek,	255,000	255,000	255,000	2,550	100	100	00
Bachman Valley,	100,000	68,000	66,792	1,834	50	50	00
Bald Eagle Valley,	2,000,000	935,000	935,000	18,700	50	50	10
Baltimore and Cumberland Valley,	Not stated.	Not stated.	76,700	1,534	50	50	00
Baltimore and Cumberland Valley Extension,	250,000	270,000	270,000	5,400	50	50	00
Baltimore and Philadelphia,	5,000,000	5,000,000	3,000,000	100,000	1	100	00
Bangor and Portland,	250,000	121,100	121,100	1,211	100	100	6
Barclay,	1,000,000	1,000,000	1,000,000	20,000	50	50	00
Bedford and Bridgeport,	800,000	599,650	599,650	11,993	50	50	00
Bellevue and Buffalo Run,	Has not reported capital stock.	Not stated.	ok, shares, or dividends.	6,000	50	50	00
Bellevue, Nittany and Lemon,	15,000	15,000	1,500	300	5	50	00
Bellevue Incline Plane,	550,000	550,000	550,000	11,000	50	50	00
Bell's Gap,	Unlimited.	50,000	50,000	1,000	50	50	00
Berlin,	75,000	45,900	48,184	863	50	50	00
Berlin Branch,	160,000	100,000	10,000	2,000	5	50	00
Bethlehem and Belvidere,	5,000,000	5,000,000	4,307,000	None.	45	50	00
Beech Creek, Clearfield and South-western,	150,000	75,050	7,505	1,501	5	50	00
Big Level and Kinzua,	120,000	28,100	5,742	522	11	50	00
Big Level,	Has not reported capital stock.	Not stated.	ok, shares, or dividends.	6,000	50	100	00
Bradford,	100,000	100,000	250,000	500	50	100	00
Bradford, Bordell and Kinzua,	100,000	100,000	100,000	1,000	100	100	00
Bradford, Bordell and Smithport,	500,000	480,000	480,000	4,800	100	100	00
Bradford, Eldred and Cuba,	100,000	81,000	81,000	810	100	100	00
Bradford, Richburg and Cuba,							

TABLE A.—STOCK AND DIVIDENDS—Continued.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Number of shares issued.	Amount paid in on each share.	Par value of each share.	Rate per cent. of dividend.
East Mahanoy,	\$500,000	\$392,550	\$392,550	7,851	\$50	\$50	6
East Pennsylvania,	Unlimited.	1,709,550	1,709,550	34,191	50	50	1
Elkensburg and Cresson,	100,000	42,000	42,000	840	50	50	00
Edgewood,	15,000	15,000	15,000	300	50	50	00
Elmira and Williamsport,	1,000,000	1,000,000	21,000,000	20,000	50	50	00
Erie and Pittsburg,	2,500,000	1,998,400	1,101,550	39,968	4	50	7 & 5
Erie and Wyoming Valley,	3,000,000	1,590,000	1,590,000	30,000	50	50	00
Evergreen,	25,000	25,000	25,000	500	50	50	00
Fayette County,	1,500,000	98,350	125,395	2,148	16	50	00
Fort Pitt Incline Plane,	60,000	60,000	60,000	1,200	50	50	8
Frankford and Holmesburg,	100,000	100,000	100,000	2,000	50	50	00
Gettysburg and Harrisburg,	250,000	250,000	250,000	5,000	50	50	00
Germanatown, Norristown and Phoenixville,	1,500,000	150,000	150,000	1,500	100	100	00
Greenlick Narrow Gauge,	50,000	31,650	31,650	633	50	50	00
Hanover and York,	250,000	220,750	220,750	4,415	50	50	00
Hanover Junction, Hanover and Gettysburg,	500,000	116,850	116,850	2,337	50	50	3
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	2,500,000	1,182,550	1,182,550	23,651	50	50	4
Harrisburg and Potomac,	Unlimited.	218,350	379,165	3,310	100	100	7
Harrisburg and Western,	18,000,000	1,501,800	150,180	30,036	5	50	00
Huntingdon and Broad Top Mountain,	*3,550,000	3,353,250	78,353,250	67,065	50	50	00
Ironton,	500,000	200,000	200,000	4,000	50	50	6
Jamestown and Franklin,	1,000,000	694,050	601,810	12,024	50	50	00
Jefferson,	250,000	2,096,050	2,096,050	41,921	50	50	00
Junction,	Has not reported capital at stock, shares, or dividends.	250,000	250,000	5,000	50	50	40
Kendall and Eldred,	150,000	25,000	25,000	5	50	50	00
Kennington and Tacony,							

Company Name	Railroad	Has not r	belongs to coal	company and has no capital stock.	stock, shares, or dividends	Not stated.	stock.
Keystone Coal Company's,							
Kinzua,	Has not r	50,000,000	50,000,000	10,500,000	100	100	5
Lake Shore and Michigan Southern,	50,000,000	123,750	123,750	82,750	50	50	00
Lancaster and Reading Narrow Gauge,	500,000	500,000	500,000	500,000	50	50	20
Lawrence,	1,000,000	375,100	375,100	375,100	Not stated.	Not stated.	ed.
Lehigh and Lackawanna,	Owned by	1,000,000	1,000,000	1,000,000	50	50	00
Lehigh and Susquehanna,	Not stated.	1,200,000	1,200,000	1,200,000	50	50	00
Lehigh Valley,	1,200,000	Not stated.	Not stated.	Not stated.	50	50	00
Lewisburg and Tyrone,	100,000	250,000	18,875	144,375	50	50	6
Ligonier Valley,	Unlimited.	75,000	53,750	2,487,850	50	50	7
Little Sawmill Run,	5,000	800,000	600,000	600,000	20	20	10
Little Schuylkill Navigation,	1750,000	200,000	200,000	20,000	5	5	00
Littlestown,	Did not r	200,000	200,000	20,000	5	5	00
Local Incline Plane,	200,000	167,775	167,775	167,775	50	50	00
Lykens Valley,	1,000,000	323,375	323,375	323,375	25	25	10
Martin's Creek and Stroudsburg,	Unlimited.	20,000	100,000	100,000	50	50	00
McKeen and Buffalo,	500,000	110,000	110,000	100,000	25	25	00
Meadville and Lineville,	500,000	319,700	319,700	304,900	50	50	00
Mifflin and Centre County,	100,000	100,000	100,000	100,000	50	50	00
Mill Creek and Mine Hill Navigation,	282,350	83,200	83,200	31,616	19	19	10
Mine Hill and Schuylkill Haven,	1,000,000	152,500	152,500	150,500	50	50	00
Monongahela Incline Plane,	65,000	2,000,000	2,000,000	1,300,000	50	50	00
Mont Alto,	210,000	100,000	100,000	100,000	50	50	00
Montrose,	700,000	20,000	Not stated.	700,000	50	50	19
Montour,	7,000,000	970,900	970,900	20,000	50	50	00
Mount Carbon and Fort Carbon,				99,775	17	17	60
Mount Oliver Incline,							
Mount Pleasant and Broad Ford,							
Mount Pleasant and Latrobe,							
Nesquehoning Valley,							
New Brighton and New Castle,							
New Castle,							
New Castle and Beaver Valley,							
New Castle and Butler,							
New York, Pittsburgh and Chicago,							

¹ Leased to Philadelphia and Reading Railroad Company, which is to pay 6 per cent. dividends per annum to the stockholders. ² Common, \$500,000; preferred, \$500,000. ³ Seven per cent. on preferred stock, five on common. ⁴ \$50 on 20,038 shares and ten per cent. on 19,930. ⁵ By law, \$5,300,000; by merger, Bedford railroad, \$250,000. ⁶ Common, \$1,308,550; preferred, \$1,984,600. ⁷ Common, \$49,466,500; preferred, \$533,500. ⁸ Sufficient to build the road. ⁹ Five hundred shares subscribed for. ¹⁰ Common, \$27,496,850; scrip, \$5,351,770. ¹¹ Issued in settlement of damages. ¹² Including \$5,495,950 of "scrip not yet converted." ¹³ Common, \$27,496,850; scrip, \$5,351,770. ¹⁴ Eight per cent. on common; ten on preferred. ¹⁵ Regarded as paid in full. ¹⁶ \$50 on 2,000 shares; \$25 on \$106,800. ¹⁷ By articles of association filed September 6, 1888. ¹⁸ No certificates issued.

TABLE A—STOCK AND DIVIDENDS—Continued.

NAME OF COMPANY.	Capital stock as author- ized by law.	Amount of stock sub- scribed.	Total amount now paid in of capital stock.	Number of shares issued.	Amount paid in on each share.	Par value of each share.	Rate per cent. of divi- dends.
Newry.	\$15,000	\$11,925	\$11,925	9477	\$25	100	00
New Haven and Youghkegheny.	250,000	125,000	12,500	2,500	50	100	00
New York, Chicago and St. Louis.	50,000,000	50,000,000	150,000,000	600,000	100	100	00
New York, Lake Erie and Western.	90,530,000		90,240,000	9	100	100	00
New York, Lake Erie and Western Coal.	500,000	500,000	500,000	5,000	100	100	00
New York, Pennsylvania and Ohio.	45,000,000	Not stated.	445,000,000	600,007	50	50	00
New York, Ridgway and Pittsburgh.	200,000	200,000			50	50	00
New York, Susquehanna and Western.	1,500,000	1,500,000	721,000,000		50	50	00
North and West Branch.	400,000	81,550	1,000,000	80,000	50	50	00
North-East Pennsylvania.	8,000,000	6,500,000	81,550	1,631	50	50	00
Northern Central.	1,500,000	4,556,550	6,500,000	180,000	50	50	00
North Pennsylvania.	200,000	Not stated.	4,556,550	91,181	50	50	00
Nittany Valley and Southern.	200,000	Not stated.	10,000	4,000	2	50	00
Oil City and Ridgway.	800,000	Not stated.	Not stated.	81,731	50	50	00
Olean, Bradford and Warren.	Did not report.	capital stock	authorized or paid	in.			
Penn (Gas Coal Company's Youghkegheny.	151,700,000	94,777,850	94,777,850	1,895,557	50	50	7
Pennsylvania.	4,500,000	3,750,000	3,750,000	75,000	50	50	00
Pennsylvania Schuylkill Valley.	600,000	33,000	6,000	Not stated.	10	50	00
Pennsylvania and Martin's Creek.	Unlimited.	5,051,700	115,051,700	1261,234	13	13	10
Pennsylvania and New York.	Unlimited.	Not stated.	100,000	2,000	50	50	00
Pennsylvania and Western.	5,830,329	5,000,000	5,000,000	100,000	50	50	00
Pennsylvania Coal.	14100,000	20,000,000	20,000,000	400,000	50	50	00
Pennsylvania Company.	1,750,000	Not stated.	Not stated.	1516,331	100	100	00
Pennsylvania, Slatington and New England.	250,000	250,000	100,000	5,000	10	10	00
People's.	50,000	40,100	88,040	756	50	50	00
Perkmen.							

Philadelphia and Baltimore Central,	12,400,000	2,495,650	00	2,495,650	00	49,913	50	00	50	00
Philadelphia and Erie,	16,500,000	1,500,000	00	1,500,000	00	1,188,300	50	00	50	00
Philadelphia and Lehigh Valley,	2,000,000	200,000	00	200,000	00	None.	10	00	50	00
Philadelphia and Reading,	Unlimited.	Not stated.	00	40,000	28	695,868	100	00	50	00
Philadelphia and Trenton,	2,000,000	1,259,100	00	1,259,100	00	12,591	100	00	100	210
Philadelphia, Germantown and Chestnut Hill,	1,000,000	1,000,000	00	1,000,000	00	20,000	50	00	50	00
Philadelphia, Germantown and Norristown,	2,500,000	2,246,800	00	2,246,800	00	44,838	50	00	50	12
Philadelphia, Newtown and New York,	3,000,000	1,200,000	00	1,200,000	00	24,000	50	00	50	00
Philadelphia, Wilmington and Baltimore,	Unlimited.	Not stated.	00	11,818,350	00	286,867	50	00	50	8
Pickering Valley,	100,000	96,850	00	96,850	00	1,846	50	00	50	00
Pine Creek,	1,000,000	1,000,000	00	998,000	00	19,980	50	00	50	00
Pittsburgh and Castle Shannon,	1,000,000	481,400	00	481,400	00	8,628	50	00	50	2
Pittsburgh and Connellsville,	5,000,000	2,840,474	50	2,840,474	05	98,888	50	00	50	00
Pittsburgh and Lake Erie,	2,050,000	2,050,000	00	2,050,000	00	41,000	50	00	50	00
Pittsburgh and Western,	7,250,000	7,250,000	00	7,250,000	00	145,000	50	00	50	00
Pittsburgh, Cincinnati and St. Louis,	13,500,000	8,437,200	00	8,437,200	00	168,744	50	00	50	00
Pittsburgh, Chartiers and Youghiogheny,	600,000	598,600	00	598,600	00	11,872	50	00	50	00
Pittsburgh, East End,	250,000	75,000	00	10,800	00	1,130	5	00	26	00
Pittsburgh, Fort Wayne and Chicago,	6,500,000	28,114,285	71	28,114,285	71	281,142	100	00	100	7
Pittsburgh Junction,	720,000	1,440,000	00	Not stated.	00	28,800	50	00	50	00
Pittsburgh, McKeesport and Youghiogheny,	4,000,000	4,000,000	00	3,000,000	00	58,827	50	00	50	00
Pittsburgh Southern,	1,800,000	700,000	00	700,000	00	7,000	100	00	100	00
Pittsburgh, Virginia and Charleston,	Has not reported capital	280,000	00	12,050	00	241	50	00	50	00
Plymouth,	30,000	18,000	00	7,200	00	Not stated.	20	00	50	00
Point Breeze,	18,000	18,000	00	500,000	00	10,000	50	00	50	00
Pomeroy and Newark,	500,000	500,000	00	Not stated.	00	2,973	50	00	50	00
Pottsville and Mahanoy,	150,000	150,000	00	Not stated.	00	19,144	50	00	50	00
Reading and Columbia,	Unlimited.	981,500	00	958,268	09					

¹ Common, \$28,000,000; preferred, \$22,000,000. ² Common, \$77,083,800; preferred, \$8,156,700. ³ Shares issued, par value, &c., not stated. ⁴ Common, \$35,000,000; preferred, \$10,000,000. ⁵ The company's report does not show any thing paid in. ⁶ The company file copy of report to the Comptroller of New Jersey, which shows nothing in relation to the capital stock except amount paid in. ⁷ The property and franchises of the Cranberry Coal Company were sold at a judicial sale, and the purchasers organized this company, and the stock was issued for the property so purchased. ⁸ The railroad has no capital stock, being built by the Penn Gas Coal Company to connect its mines with the Pennsylvania railroad and Baltimore and Ohio railroad. ⁹ \$5 on 600 shares; \$50 on 60 shares. ¹⁰ Common, \$1,061,700; preferred, \$4,000,000. ¹¹ Common, 21,234; preferred, 46,000. ¹² Common, \$30; preferred, \$100. ¹³ With privilege to increase. ¹⁴ Under contract to construct. ¹⁵ Not stated. ¹⁶ Reported "common." ¹⁷ Reported "common." ¹⁸ Common, \$7,015,000; special, \$2,400,000. ¹⁹ Common, 140,800; special, 48,000. ²⁰ On \$494,000; on the remaining 7,650 shares no dividend is paid, as per agreement of lease. ²¹ 625 28; preferred, \$1,551,800. ²² Reported "capital stock \$1,944,400; scrip and partly paid, \$11,691.05." ²³ Common, \$2,508,000; 1st preferred, \$2,929,200; 2d preferred, \$3,000,000. ²⁴ Par value not reported. ²⁵ Common, \$19,714,285 71; guaranteed special, \$8,400,000. ²⁶ Not reported. ²⁷ Reported "uncertain, but supposed." ²⁸ \$50 on 2,973 shares; \$15 on 27 shares.

TABLE A.—STOCK AND DIVIDENDS—Continued.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Number of shares issued.	Amount paid in on each share.	Par value of each share.	Rate per cent. of dividends.
Reading and Lebanon.	\$300,000	\$165,000	\$16,500	133,300	\$5	\$50	00
Reading and Pottsville.	351,350	351,350	35,135	Not stated.	15	50	00
Rew City and Eldred.	150,000	150,000	111,000	00	100	100	00
Ridgway and Clearfield.	1,000,000	430,000	430,000	00	50	50	00
Ridgway and Oil City.	360,000	180,500	18,050	00	5	50	00
Riegelsville.	50,000	5,000	5,000	00	50	50	00
River Front.	216,000	216,000	216,000	00	4,320	50	5
Rochester and Pittsburgh.	200,000	20,000,000	20,000,000	200,000	100	100	00
Salisbury.	180,000	117,800	3117,800	2,358	50	50	00
Schuylkill River, East Side.	120,000	20,000	2,000	400	5	50	00
Schuylkill River, West Side.	576,050	15,000	1,500	300	5	50	00
Schuylkill Valley Navigation.	1,000,000	576,050	576,050	11,521	50	50	5
Shamokin, Sunbury and Lewisburg.	1,500,000	Not stated.	1,000,000	20,000	50	50	00
Shamokin Valley and Pottsville.	400,000	869,450	869,450	17,388	50	50	6
Sharon.	350,000	871,500	871,500	7,430	50	50	7
Sharpville.	100,000	350,000	350,000	7,000	50	50	00
Sheffield and Spring Creek.	200,000	Not stated.	3,000	400	7	50	00
Shenango and Allegheny.	500,000	200,000	200,000	None.	5	50	00
Sherrick Run.	380,000	500,000	50,000	3,900	5	50	00
Sinnemahoning and Sheffield.	Not stated.	136,000	19,500	50	38	57	00
Slate Ridge and Delta.	800,000	4,500	2,700	10,000	50	50	00
Somerset and Cambria.	200,000	200,000	500,000	6	50	50	00
South Mountain.	200,000	388,000	388,000	7,960	50	50	00
South Pennsylvania.	780,000	800,000	800,000	16,000	50	50	00
Southern Pennsylvania.	1,000,000	546,150	546,150	10,923	50	50	10

State Line and Sullivan,	Unlimited.	1,000,000	00	990,000	00	19,800	50	00	00
Stony Creek,	550,000	Not stated.	00	176,100	00	3,522	50	00	00
Strasburg,	600,000	Not stated.	00	39,000	00	Not stated.	3	25	6
Sunbury and Lewistown,	600,000	1,000,000	00	1,000,000	00	20,000	50	00	50
Sunbury, Hazleton and Wilkes-Barre,	1,000,000	280,000	00	280,000	00	5,600	50	00	50
Susquehanna and Clearfield,	1,000,000	1,077,000	00	77,000	00	11,618	50	00	00
Susquehanna and Delaware River,	1,100,000	580,900	00	11,580,900	00	2,000	50	00	00
Tioga,	1,000,000	100,000	00	100,000	00	9,120	50	00	00
Tionesta Valley,	1,500,000	458,000	00	45,800	00	2,600	50	00	00
Tionesta and Clarion,	250,000	130,000	00	130,000	00	5,000	50	00	00
Treackow,	250,000	250,000	00	25,000	00	20,000	50	00	5
Turtle Creek and Allegheny River,	1,000,000	1,000,000	00	1,000,000	00	750	100	00	00
Tyrone and Clearfield,	75,000	133,100	00	Not stated.	00	1,965	50	00	00
Warren and Farnsworth Valley,	270,000	12	00	Not stated.	00	13	50	00	00
Waynesburg and Washington,	250,000	Not stated.	00	682,750	00	13,655	50	00	00
West Chester and Phoenixville,	1,000,000	1,022,450	00	1,022,450	00	20,449	50	00	00
Western Maryland,	4,000,000	500,000	00	500,000	00	10,000	50	00	00
West Penn and Shenango Connecting,	500,000	500,000	00	500,000	00	10,000	50	00	00
Wheeling, Pittsburgh and Baltimore,	500,000	500,000	00	500,000	00	90	50	00	00
Williamsport and Clearfield,	1,500,000	Not stated.	00	Not stated.	00	7,552	15	00	00
Williamsport and North Branch,	1,500,000	Not stated.	00	1,377,800	00	25,561	50	00	00
Wilmington and Northern,	1,500,000	1,278,050	00	1,278,050	00	2,000	25	00	00
Wind Gap and Delaware,	300,000	100,000	00	50,000	00	Not stated.	15	00	00
York and Peach Bottom,	250,000	Not stated.	00	Not stated.	00	8,000	50	00	00
Youghiogheny Northern,	400,000	400,000	00	400,000	00	Not stated.	5	00	00
Youghiogheny and Elizabeth,	50,000	50,000	00	5,000	00	Not stated.	50	00	00
Total,	\$668,686,804	\$523,011,560	21	\$726,322,549	79	10,099,984

¹ Subscribed; to be issued. ² Subscribed. ³ Common, \$104,250; preferred, \$13,550. ⁴ Philadelphia and Reading Railroad Company, lessee, pays operating expenses, interest on bonds, and six per cent. per annum dividends to stockholders. ⁵ Par value not reported. ⁶ Capital consisted of 400 or 500 shares of stock of \$100 each, making the capital \$40,000 or \$50,000. ⁷ Under re-organization by act of April 8, 1861. ⁸ Increased by stockholders to \$200,000. ⁹ The report says: "The amount invested in it by its present owners is not reported." ¹⁰ Issued to creditors at par. This company is a re-organization of the "Pennsylvania and New England Railroad Company," whose property and franchises were sold at a judicial sale. ¹¹ Common, \$391,200; preferred, \$189,700. ¹² This company reports nothing done in 1884, and refers for information to its report for 1881, which states that 2,550 shares were authorized by votes of the company, 10 per cent. subscribed, and 10 per cent. paid in, but no shares issued. ¹³ With power to increase.

¹⁴ Common, \$343,850; preferred, \$33,750. ¹⁵ Not reported.

TABLE B.—DEBT AND INTEREST.

NAME OF COMPANY.	Total amount now of funded debt.	Unfunded debt.	Total amount now of funded and unfunded debt.	Rate per cent. per annum of interest.
Addison and Northern Pennsylvania,	\$600,000	00	\$600,000	6
Allegheny Valley,	26,819,800	00	31,218,560	5, 7, and 7½
Allentown,	00	96	4,893,760	19
Bachman Valley,	00	87	6,876	87
Bald Eagle Valley,	45,000	72	14,288	5
Baltimore and Cumberland Valley,	384,000	00	59,288	6
Baltimore and Cumberland Valley Extension,	72,800	00	384,000	6
Baltimore and Philadelphia,	230,000	00	72,800	6
Bangor and Portland,	14,865,000	00	230,000	4½
Barclay,	214,000	00	14,865,000	6
Beech Creek, Clearfield and South-Western,	100,000	00	214,000	5
Bellefonte and Buffalo Run,	1,000,000	00	100,000	7
Bellefonte, Nittany and Lenont,	00	00	1,451,500	00
Bell's Gap,	300,000	00	1,867,500	00
Berlin Branch,	544,500	00	00	6
Bradford, Rordell and Kinzua,	40,300	26	300,000	6 and 7
Bradford, Eldred and Cuba,	500,000	33	544,500	6
Buffalo, Bradford and Pittsburg,	560,000	48	46,857	6
Buffalo, New York and Philadelphia,	580,000	26	555,576	6
Catawissa,	24,500,000	00	717,858	7
Catsaunqua and Fogelsville,	1,802,350	00	580,000	6 and 7
Chartiers,	500,000	00	26,516,723	5, 6, 7, and 10
Chester and Delaware River,	185,000	99	1,802,350	7
Chester Creek,	500,000	00	188,000	00
Chester Valley,	00	00	500,000	00
Cherry Grove,	5,821,343	63	195,100	6
Cleveland and Pittsburg,	600,000	00	185,000	7
Colebrookdale,	00	48	500,000	6 and 7
			10,000	
			182,135	
			782,135	

Colebrook Valley,	1,892,000	84,944	45	84,944	45	7
Columbia and Fort Deposit,	991,000	810,810	00	2,692,810	00	6
Connecting,	1,250,000	512,988	20	1,508,988	20	6
Corning, Cowanesque and Antrim,	150,000	50,866	34	1,250,000	00	34
Cornwall,	270,500	109,498	27	259,498	27	5
Cornwall and Lebanon,	415,878,000	87,178	55	87,178	55	8
Cornwall and Mount Hope,	4,044,900	318	23	270,500	00	23
Cumberland Valley,	2,000,000	1,109	00	15,878,000	00	7
Cumberland and Western,	2,000,000	1,109	00	4,044,900	00	7
Dillsburg and Lancaster,	100,000	228,314	30	2,001,109	00	6
Dunkirk, Allegheny Valley and Pittsburgh,	3,200,000	228,314	30	100,000	00	6
Eaton and Badger,	375,000	231,387	77	8,428,314	30	7
East Brandywine and Waynesburg,	500,000	51,171	91	656,387	77	7 and 8
East Broad Top,	485,900	19,532	64	551,171	91	4
East Pennsylvania,	80,000	44,888	35	485,900	00	7
Ebensburg and Cresson,	1,570,000	76,000	00	80,000	00	6
Edgewood,	8,262,000	32,089	56	1,570,000	00	5 and 6
Elmira and Williamsport,	1,870,000	1,100	00	1,670,000	00	6
Erie and Pittsburgh,	30,000	53,522	98	8,808,888	35	7
Erie and Wyoming Valley,	50,000	3,977	30	2,046,000	00	6
Evergreen,	280,000	24,600	00	32,089	56	6
Fort Pitt Incline Plane,	150,000	10,000	00	31,100	00	6
Frankford and Holmesburg,	208,000	423,560	33	50,000	00	7
Greenlick Narrow Gauge,	700,200	1,146,920	17	383,522	98	6
Gettysburg and Harrisburg,	507,200	1,146,920	17	3,977	30	5
Hanover and York,	2,899,395	1,146,920	17	174,600	00	6
Hanover Junction, Hanover and Gettysburg,	817,000	1,146,920	17	218,000	00	6
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	2,300,000	1,146,920	17	700,000	00	4
Harrisburg and Pottsville,	725,000	1,146,920	17	929,760	33	7
Huntingdon and Broad Top Mountain,	2,300,000	1,146,920	17	2,399,395	00	5 and 7
Jameson and Franklin,	725,000	1,146,920	17	1,963,920	17	7
Jefferson,	725,000	1,146,920	17	2,300,000	00	7
Junction,	725,000	1,146,920	17	725,000	00	4 and 6

¹ Reported £1,000,000, the pound sterling being equal to about \$4 86½ of United States money (gold) at the present time.

² A mortgage of \$500,000 had been executed and delivered to trustees, but no bonds had as yet been issued when the company reported in 1883, and the report for 1884 says: "There has been nothing done on our road since last report."

³ Excluding car trusts.

⁴ Debt of canal and railroad.

⁵ The company report: "None. Excess of accounts receivable over accounts payable, \$527,121 91." ⁶ The bonds authorized are yet in the company's hands.

TABLE B.—DEBT AND INTEREST—Continued.

NAME OF COMPANY.	Total amount now of funded debt.		Total amount now of unfunded debt.		Total amount now of funded and unfunded debt.		Rate per cent. per annum of interest.
Lake Shore and Michigan Southern,	\$46,192,000	00			\$46,192,000	00	7
Lancaster and Reading Narrow Gauge,	350,000	00			350,000	00	7
Lawrence,	355,000	00			355,000	00	7
Lehigh and Lackawanna,	600,000	00	\$1,111	66	601,111	66	7
Lehigh Valley,	24,686,000	00			24,686,000	00	6 and 7
Lewisburg and Tyrone,		62	358,275	69	358,275	69	
Ligonier Valley,	43,484	00	11,526	57	55,011	19	6
Little Saw-Mill Run,	180,000	00	3,253	46	183,253	46	5
Littlestown,	40,000	00	16,689	10	56,689	10	6
Meadville and Linesville,	150,000	00			150,000	00	6
Mifflin and Centre County,	200,000	00			200,000	00	6
Monongahela Incline Plane,	100,000	00			100,000	00	5
Mont Alto,	125,000	00	32,660	62	157,660	62	7
Montrose,	20,000	00			20,000	00	7
Mount Oliver Incline,	45,000	00			45,000	00	6
Nesquehoning Valley,			102,117	56	102,117	56	
New Brighton and New Castle,			320,399	04	320,399	04	
New Castle,	8,500	00	4,450	00	12,950	00	6
Newry,			25,131	72	25,131	72	
New York, Chicago and St. Louis,	20,046,000	00			20,046,000	00	6 and 7
New York, Lake Erie and Western,	75,288,485	10	2,850,000	00	78,138,485	10	6 1/2
New York, Lake Erie and Western Coal,	3,000,000	00	6,891,357	14	9,891,357	14	6 1/2
New York, Pennsylvania and Ohio,	295,455,920	00	152,517	74	295,608,437	74	5, 6, and 7
New York, Pittsburgh and Chicago,	5,850,000	00	664,978	30	6,514,978	30	6
New York, Susquehanna and Western,	6,850,000	00	127,808	00	6,977,808	00	Not stated.
North and West Branch,	1,500,000	00	11,328,111	45	12,828,111	45	6
North-East Pennsylvania,	160,000	00	68,900	24	228,900	24	7
Northern Central,	15,253,000	00	287,448	78	15,540,448	78	6

	7,098,500	00	27,987	65	7,121,487	65	6 and 7
North Pennsylvania,	15,000	00	510	69	15,000	00	6
Oil City and Ridgway,	59,431,690	00	Unascertain	ed.	59,431,690	00	4½, 5, and 6
Pennsylvania,	8,000,000	00	740,838	95	8,740,838	95	7
Pennsylvania and Martin's Creek,	200,000	00	263,137	42	200,000	00	6
Pennsylvania and New York,	15,811,000	00	8,960,282	05	19,771,282	05	4½ and 6
Pennsylvania and Western,	8,750,000	00	162,109	03	8,912,109	03	5
Pennsylvania Coal,	1,200,000	00	415,994	00	1,615,994	00	6
Pennsylvania Company,	15,000	00	18,257	34	33,257	34	6
Pennsylvania Schuylkill Valley,	1,924,600	00	803,533	87	2,727,953	87	6
Pennsylvania, Slatington and New England,	2,100,000	00	62,512	50	2,162,512	50	5 and 7
Perkiomen,	17,919,000	00	1,435,680	00	19,354,680	00	5, 6, and 7
Philadelphia and Baltimore Central,	94,708,177	42	12,086,240	78	106,794,418	20	5, 6, and 7
Philadelphia and Erie,	1,000,000	00	1,000,000	00	1,000,000	00	4½
Philadelphia, Germantown and Chestnut Hill,	700,000	00	138,666	66	8,637,666	66	5 and 6
Philadelphia, Newtown and New York,	3,501,000	00	385,052	76	717,332	76	6
Philadelphia, Wilmington and Baltimore,	332,300	00	281,887	06	3,781,887	06	6
Picketing Valley,	67,726	82	12,162	54	79,889	36	7
Pine Creek,	10,718,600	00	4,302,375	14	15,020,975	14	6 and 7
Pittsburgh and Castle Shannon,	2,000,000	00	1,072,607	13	3,072,607	13	6
Pittsburgh and Connellsville,	5,588,000	00	1,604,028	33	7,192,028	33	6 and 7
Pittsburgh and Lake Erie,	320,000	00	126,860	43	446,860	43	6
Pittsburgh and Western,	12,617,000	00	3,403,649	95	16,020,649	95	5, 6, and 7
Pittsburgh, Chartiers and Youghiogheny,	12,510,000	00	3,839	59	3,839	59	7
Pittsburgh, Cincinnati and St. Louis,	1,440,000	00	72,129	70	1,512,129	70	6
Pittsburgh East End,	2,690,000	00	274,495	19	2,964,495	19	6
Pittsburgh, Fort Wayne and Chicago,	950,000	00	47,475	58	997,475	58	5 and 6
Pittsburgh Junction,	2,014,166	67	248,979	31	2,263,145	98	5 and 6
Pittsburgh, McKeesport and Youghiogheny,	430,000	00	1,726	65	1,726	65	5
Pittsburgh Southern,	216,000	00	18,459	26	234,459	26	4½
Plymouth,	10,534,000	00	80,047	10	10,614,047	10	6 and 7
Pomeroy and Newark,	1,451,748	87	1,451,748	87	11,985,748	87	7
Reading and Columbia,							
Rew City and Eldred,							
Ridgway and Clearfield,							
River Front,							
Rochester and Pittsburgh,							

¹ The interest has not been paid on this mortgage since December 1, 1877. ² Includes \$1,498,920 of deferred warrants issued for unearned interest on the first mortgage bonds, which will become funded debt when the bonds are issued for the warrants, in accordance with the provisions of the first mortgage. ³ Unpaid vouchers, December pay-roll, temporary loans, and car trust obligations.

TABLE B.—DEBT AND INTEREST—Continued.

NAME OF COMPANY.	Total amount now of funded debt.		Total amount now of unfunded debt.		Total amount now of funded and un- funded debt.		Rate per cent. per annum of interest.
Salisbury,	\$150,000	00	90,649	71	\$150,000	00	7
Schuylkill River, East Side,	90,649	71	..
Schuylkill River, West Side,	2,175	41	2,175	41	..
Shamokin, Sunbury and Lewisburg,	1,500,000	00	118,754	00	1,618,754	00	5 and 6
Shamokin Valley and Pottsville,	2,000,000	00	2,000,000	00	7
Sharon,	156,000	00	156,000	00	7
Sharpsville,	60,000	00	87,742	88	67,742	99	6
Sheffield and Spring Creek,	21,566	88	21,566	88	..
Shenango and Allegheny,	1,200,000	00	281,309	40	1,481,309	40	7
Slate Ridge and Delta,	Unknown.
Somerset and Cambria,
South Mountain,	475,000	00	475,000	00	5 and 6
Southern Pennsylvania,	100,000	00	100,000	00	6
South-West Pennsylvania,	625,000	00	1480,208	84	1,055,208	84	7
State Line and Sullivan,	962,000	00	962,000	00	7
State Line and Sullivan,	200,000	00	20,635	75	220,635	75	Not stated.
Stony Creek,	350,000	00	865,532	18	715,532	18	7
Sunbury and Lewistown,	500,000	00	500,000	00	7
Sunbury, Hazleton and Wilkes-Barre,	2,535,000	00	2,535,000	00	5 and 6
Susquehanna and Clearfield,	280,000	00	666	46	280,666	46	5
Susquehanna and Delaware River,	12,000	00	12,000	00	..
Tioga,	629,500	00	629,500	00	7
Tionesta Valley,	66,631	31	66,631	31	..
Treackow,	102,897	51	102,897	51	..
Tyrone and Clearfield,	1,000,000	00	1,000,000	00	5
Warren and Farnsworth Valley,	64,000	00	18,520	00	82,520	00	6
Waynesburg and Washington,	98,900	00	98,900	00	7
Western Maryland,	3,676,000	00	898,603	87	4,511,603	87	6
Western Pennsylvania,	4,800,000	00	4,800,000	00	5 and 6

West Penn and Shenango Connecting,	400,000	00	80,627	65	480,627	65	6
Williamsport and Clearfield,	² 85,000	00	6,500	00	91,500	00	6
Williamsport and North Branch,	228,700	00			228,700	00	5 and 6
Wilmington and Northern,			10,395	73	10,395	73	5
Wind Gap and Delaware,			44,844	08	274,544	08	5
York and Peach Bottom,	230,200	00					
Total,	\$712,024,439	26	\$63,414,235	16	\$775,438,674	42	

¹ Interest unpaid to December 31, 1894. ² Bonds authorized, \$1,500,000. The company report "only thirty sold," without stating their amount.

NOTE.—Companies omitted from this table did not report any debt.

TABLE C.—COST OF ROAD AND EQUIPMENT.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment.	Value of real estate held by the company, exclusive of roadway.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Addison and Northern Pennsylvania,	\$417,098	01	\$492,665	69	\$8,341	\$1,311
Allegheny Valley,	21,683,452	77	24,049,540	80	88,558	9,117
Allentown,	1,084,652	00	1,084,652	71	241,033	94
Arnot and Pine Creek,	255,000	71	255,000	00	16,315	31
Bachman Valley,	112,494	13	112,494	13
Bald Eagle Valley,	1,428,667	56	1,428,667	56
Baltimore and Cumberland Valley,	152,482	05	152,482	05
Baltimore and Cumberland Valley Extension,	500,000	00	500,000	00	18,518	57
Baltimore and Philadelphia,	Main line in process of construction	uc	..	50,000	00	..
Bangor and Portland,	291,240	00	335,100	00	11,656	00
Barclay,	1,622,600	00	622,600	00	..	1,754
Bedford and Bridgeport,	1,423,608	61	1,423,608	61	28,985	09
Beech Creek, Clearfield and South-Western,	25,282,419	53	5,282,419	53
Bellefonte and Buffalo Run,	In process of completion	struction; not completed.
Bellefonte, Nittany and Lemont,	Not yet completed	ed.
Bell's Gap,	961,785	20	1,034,292	38	31,026	83
Bellevue Incline Plane,	No road constructed or located	ucted or located.
Berlin,	Present owner	(B. and O. R.)	..	ord of cost.
Berlin Branch,	76,726	12	76,726	12	10,960	89
Bethlehem and Belvidere,	Cost not reported.	ed.
Big Level,	25,298	60	5,298	60
Big Level and Kinzua,	46,295	38	6,295	38
Bradford,	Cost not reported.	ed.
Bradford, Bordell and Kinzua,	508,745	15	581,988	35	24,572	93
Bradford, Bordell and Smethport,	88,228	51	100,000	00	7,273	17
Bradford, Eldred and Cuba,	1,003,053	11	1,189,868	31	18,682	30
Bradford, Richburg and Cuba,	Cost not reported.	ed.
						8,814 60
						970 85
						2,548 06

Railroad	Cost not rep	ort	ed.	2,866,400	00	20,517	08	5,300	00
Brookwayville and Punxsutawney,	Cost not rep	00	Included,	44,199,854	74	15,000			
Buffalo, Bradford and Pittsburgh,	44,199,854	74	135,150	658,335	59				
Buffalo, New York and Philadelphia,	523,185	59	Included,	6,206,668	08				
Catawqua and Fogelsville,	6,206,668	08							
Catawissa,	No road con	str	ucted,						
Central Pennsylvania,	1,122,386	10		1,122,386	10				
Chartiers,	220,915	21		220,915	21				
Chester and Delaware River,	220,915	21		457,100	00				
Chester Creek,	457,100	00							
Chester Valley,	Cost not rep	ort	ed,						
Chestnut Hill,	Cost not rep	ort	ed,						
Cherry Grove,	Cost not rep	ort	ed,						
Cleveland and Pittsburgh,	13,253,669	79	3,802,877						
Colebrookdale,	672,029	58		17,056,547	75				
Colebrook Valley,	434,944	45		672,029	58				
Columbia and Port Deposit,	2,024,327	16		484,944	45				
Connecting,	2,781,988	20		2,024,327	16				
Corning, Cowanesque and Antrim,	3,250,000	00		2,781,988	20				
Cornwall,	418,566	18	146,131	3,250,000	00				
Cornwall and Lebanon,	378,077	44	81,410	564,698	04				
Cornwall and Mount Hope,	186,381	62		459,488	27				
Cumberland Valley,	1,971,528	96	Included,	186,381	62				
Danville and Riverside,	4,108	23		1,971,528	96				
Danville and Shamokin,	26,710	00		4,108	23				
Delaware and Hudson,	3,782,050	92		26,710	00				
Delaware, Lackawanna and Western,	18,685,261	99	1,407,609	5,189,660	12				
Delaware River and Lancaster,	23,073	00	8,157,955	26,758,137	45				
Dillsburg and Mechanicsburg,	Cost not rep	ort	ed,	23,073	00				
Dunkirk, Allegheny Valley and Pitts-	4,557,924	33	262,725	28,078	00				
burgh,	In process of	con	struction,						
Easton and Bangor,	535,105	27		4,820,649	33				
East Brandywine and Waynesburg,	914,042	82	190,493	535,105	27				
East Broad Top,	392,550	00		1,094,536	33				
East Mahanoy,	1,884,686	79		1,094,536	33				
East Pennsylvania,	122,000	00		892,550	00				
Elensburg and Cresson,	28,172	36		1,884,686	79				
Edgewood,	28,172	36	2,000	122,000	00				
				30,172	36				

¹ Including coal mines. ² Paid on account. Road unfinished. ³ The company reports: "This company's line was laid out and partly graded. It will not be completed, and the stockholders expect to apply shortly to the court for its dissolution." ⁴ Expended to date. ⁵ No road made. ⁶ After \$17,553.08 of net earnings had been applied thereto. ⁷ Cost of coal lands and improvements and other property. ⁸ After \$20,576.94 of net earnings had been applied thereto.

TABLE C.—COST OF ROAD AND EQUIPMENT—Continued.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment.	Value of real estate held by the company, exclusive of roadway.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Elmira and Williamsport,	\$2,218,000	00	\$2,218,000	00	48	25
Erie and Pittsburgh,	3,180,937	26	5,076,663	44	77	06
Erie and Wyoming Valley,	Unfinished.	18	50,000	00		
Evergreen,	26,582	98	26,582	98	74	
Fayette County,	130,000	00	180,000	00		
Fort Pitt Incline Plane,	93,601	00	93,601	00		
Frankford and Holmesburg,	Cost not reported.	48,868	562,185	75	75	32
Gettysburg and Harrisburg,	513,322	11				
Germanstown, Norristown and Phoenixville,	Road not constructed.		37,003	77	19	50
Greenlick Narrow Gauge,	29,752	75				
Hanover and York,	Cost not reported.					
Hanover Junction, Hanover and Gettysburg,	889,239	00	564,538	00	58	64
Harrisburg and Potomac,	1,069,399	90	1,108,744	20	07	20
Harrisburg and Western,	In process of construction.					
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,882,550	00	1,882,550	00		
Huntingdon and Broad Top Mountain,	5,592,401	48	5,592,401	48		
Ironton,	250,000	00	268,000	00		06
Jamestown and Franklin,	2,538,478	84	2,538,478	84	59	
Jefferson,	4,886,060	00	4,886,060	00	21	
Junction,	1,062,000	50	1,062,000	50		
Kensington and Tacony,	414	47	414	47		
Kendall and Eldred,	Cost not reported.					
Keystone Coal Company,	Company report "no data."					
Kinzua,	Cost not reported.					
Lake Shore and Michigan Southern,	\$66,700,000	00	\$417,300,000	00	43	08
Lancaster and Reading Narrow Gauge,	Cost not reported.					

	880,183	95		880,183	95		37,667	14	
Lawrence,	976,211	66		976,211	66				
Lehigh and Lackawanna,	14,849,418	73		14,849,418	73				
Lehigh and Susquehanna,	23,888,974	02	12,942,580	65					
Lehigh Valley,	1,558,275	69		1,558,275	69				
Lewisburg and Tyrone,	206,918	81	Included.	206,918	81				
Ligonier Valley,	186,800	65	157,481	14		54,850	00	41,177	92
Little Saw-Mill Run,	1,416,187	00		1,416,187	00	10,000	00		
Little Schuylkill Navigation,	115,616	00		115,616	00			12,170	00
Littlestown,	No road built.								
Local Incline Plane,	578,767	24	17,000	00					
Lykens Valley,	No road made.								
Martin's Creek and Stroudsburg,	Cost not reported.								
McKean and Buffalo,	340,737	37	9,100	14				16,631	33
Meadville and Lineville,	366,789	39				200	00	29,714	05
Mifflin and Centre County,	328,045	00							
Mill Creek and Mine Hill Navigation,	3,977,808	41							
Mine Hill and Schuylkill Haven,	242,895	87				26,508	23		
Monongahela Incline Plane,	342,184	25	24,807	45				17,106	71
Mont Alto,	332,741	18	41,808	13				11,883	61
Montrose,	200,000	00	98,800	00				18,188	88
Montour,	282,815	45							
Mount Carbon and Port Carbon,	87,715	53							
Mount Oliver Incline Plane,	201,669	69						20,166	97
Mount Pleasant and Broad Ford,	In course of construction.								
Mount Pleasant and Latrobe,	1,402,247	45							
Neesquehoning Valley,	670,399	04				840	00	45,486	36
New Brighton and New Castle,	Cost not reported.								
New Castle,	873,164	49						53,210	96
New Castle and Beaver Valley,	Cost not reported.								
New Castle and Butler,	Cost not reported.								
New Haven and Youghiogheny,	25,408	44						25,408	44
Newry,	65,141,773	69	5,708,158	16		15,000	00	125,572	96
New York, Chicago and St. Louis,	Cost not reported.								
New York, Lake Erie and Western,	1,961,947	67							
New York, Lake Erie and Western Coal,	140,337,200	97	Included.					\$38,431	73
New York, Pennsylvania and Ohio,	712,573	62				2,000	00		
New York, Pittsburgh and Chicago,									

¹ Company report: "Two collieries and about 2,500 acres of coal lands. Cannot give cash value." ² Company report: "No construction done other than surveys."

³ Proportion of same for Pennsylvania, \$8,808,628 98. ⁴ Proportion of same for Pennsylvania, \$8,808,628 98.

⁵ Cost at date of lease, March, 1866. ⁶ Company report: "Cannot say. The use of all included in lease to Summit Branch Railroad Company."

⁷ Owned by Green, Marquis & Johnson, and operated by them for their own use, no one else shipping over the road. ⁸ Includes equipment and interest in leased lines.

TABLE C.—COST OF ROAD AND EQUIPMENT—Continued.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment.	Value of real estate held by the company, exclusive of roadway.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
New York, Ridgway and Pittsburgh, . . .	\$45,174	71	\$45,174	71		
New York, Susquehanna and Western, . . .	26,300,608	75	26,300,608	75		
Nittany Valley and Southern, . . .	In course of construction.					
North and West Branch, . . .	3,075,840	45	3,075,840	45		
North-East Pennsylvania, . . .	306,041	96	306,041	96		
Northern Central, . . .	13,864,757	18	\$4,196,107	53		
North Pennsylvania, . . .	9,673,824	95	11,424,760	60		
Oil City and Ridgway, . . .	71,427	48	71,427	15	\$11,905	00
Olean, Bradford and Warren, . . .	Cost not reported.	re				
Penn Gas Coal Company's Youghiogheny, . . .	347,148	62	376,357	24	35,459	58
Pennsylvania, . . .	88,376,660	71	62,615,204	39	12,699,411	34
Pennsylvania and Martin's Creek, . . .	6,510	69	6,510	69		
Pennsylvania and New York, . . .	6,883,726	50	7,828,806	72		
Pennsylvania and Western, . . .	Unascertained.					
Pennsylvania Coal, . . .	2,000,000	00	12,000,000	00		
Pennsylvania Company, . . .	Does not own any road.					
Pennsylvania Schuylkill Valley, . . .	7,560,181	35	7,560,181	35		
Pennsylvania, Slatington and New England, . . .	2,883,100	00	2,883,100	00		
People's, . . .	88,141	34	118,406	63		
Perkiomen, . . .	2,078,561	21	2,082,818	24		
Philadelphia and Baltimore Central, . . .	3,759,026	06	4,206,262	62	19,611	91
Philadelphia and Erie, . . .	26,185,863	35	26,185,363	35	53,988	60
Philadelphia, Germantown and Chestnut Hill, . . .					52,803	00
Philadelphia, Germantown and Norristown, . . .	2,000,000	00	2,000,000	00	90,924	17
Philadelphia and Lehigh Valley, . . .	Cost not reported.	re	Road not completed.		296,296	80
	Cost not reported.	re				

	1,900,000	00	10,886,067	40	1,900,000	00	8,525,585	43	90,909	09	31,798	84
Philadelphia, Newtown and New York,	240,291,772	16	10,886,067	40	50,689,829	56	262,397	54	128,216	43	31,798	84
Philadelphia and Reading,	2,510,412	55			2,510,412	55						
Philadelphia and Trenton,												
Philadelphia, Wilmington and Baltimore,			Included.									
Pickering Valley,	14,148,969	92			14,148,969	92			112,071	01		
Pine Creek,	4,480,726	06			4,480,726	03	800	00	42,542	13		
Pittsburgh and Castle Shannon,	4,616,016	36			4,616,016	35						
Pittsburgh and Connellsville,	185,000	00	31,427	50	216,427	50	38,770	00	30,883	33	5,237	75
Pittsburgh and Lake Erie,	13,741,985	15	470,698	49	14,212,683	64			91,613	23	8,137	99
Pittsburgh and Western,	4,865,268	22	1,118,974	30	5,984,242	52			68,524	91	15,760	20
Pittsburgh, Chartiers and Youghiogheny,	14,147,941	95	749,881	93	14,897,826	88			59,847	47	8,172	10
Pittsburgh, Cincinnati and St. Louis,	882,646	97	128,840	45	961,487	42	16,168	00	38,370	83	5,937	85
Pittsburgh East End,	16,482,863	93	4,386,499	75	20,769,363	68	15,000	00	82,000	31	21,788	91
Pittsburgh, Fort Wayne and Chicago,	17,907	34			17,907	31						
Pittsburgh Junction,	39,688,421	15	Included.		39,688,421	15			84,804	32		
Pittsburgh, McKeesport and Youghiogheny,	2,054,670	51			2,054,670	51						
Pittsburgh Southern,	5,224,882	45	382,981	08	5,607,813	48			84,198	15	6,174	74
Pittsburgh, Virgilia and Charleston,	Cost not reported.	re										
Plymouth,	Cost not reported.	re										
Point Breeze,	No road made.	re										
Pomeroy and Newark,	502,056	25			502,056	25						
Pottsville and Mahanoy,	126,547	35			126,547	35						
Reading and Columbia,	2,184,284	91	245,241	18	2,429,526	12	65,306	22	45,505	94	5,109	19
Reading and Pottsville,	36,550	06										
Rew City and Eldred,	108,507	42	4,219	23	112,726	65			8,923	31	337	54
Ridgway and Clearfield,	880,592	78			880,592	78						
Ridgway and Oil City,	No road made.											
Riegelsville,	No road made.											
River Front,	512,047	10			512,047	10	319,211	22				
Rochester and Pittsburgh,	21,769,186	57	2,651,293	24	24,420,469	81			72,050	00	8,775	00
Salisbury,	233,311	63	9,724	50	243,036	13	1,000	00	19,443	64	810	37
Schuylkill River, East Side,	No road made.											
Schuylkill River, West Side,	No road made.											
Schuylkill Valley Navigation,	576,840	94			576,840	94						

¹ Cost of road and equipment to 1880, when account was closed. With the exception of three pony switching locomotives, the road is operated by stationary engines and the force of gravity.

² Includes machine-shops and tools.

³ Value of real estate in Pennsylvania.

⁴ No road built and no equipment owned.

Expenditures mainly for land damages.

TABLE C.—COST OF ROAD AND EQUIPMENT—Continued.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment.	Value of real estate held by the company, exclusive of roadway.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Shamokin, Sunbury and Lewisburg, . . .	\$2,616,559	48	\$2,616,559	\$14,570	\$84,133	74
Shamokin Valley and Pottsville, . . .	12,875,700	00	2,875,700	26,500	30,000	00
Sharon,	528,969	59	528,969	4,110	17,958	60
Sharpsville,	896,122	69	420,208	24,566	4,886	80
Sheffield and Spring Creek,	24,566	88	1,818,102	16,617	26,084	88
Shenango and Allegheny,	1,565,089	98	15,000	00	00	00
Sherrick Run,	In course of construction.	76	00	00	00	00
Sinnemahoning and Sheffield,	15,000	00	00	00	00	00
State Ridge and Delta,	"Unknown."	00	00	00	00	00
Somerset and Cambria,	Not report	29	388,480	1,200	19,282	41
South Mountain,	842,841	31	625,000	30,000	29,761	90
South Pennsylvania,	In course of construction.	00	1,532,591	46,569	41,567	86
Southern Pennsylvania,	825,000	00	00	00	00	00
South-West Pennsylvania,	1,532,591	17	00	00	00	00
State Line and Sullivan,	00	00	00	00	00	00
Stony Creek,	548,707	54	544,204	00	00	00
Strasburg,	Not report	ed.	00	00	00	00
Sunbury and Lewisburg,	Not report	ed.	00	00	00	00
Sunbury, Hazleton and Wilkes-Barre,	3,585,109	96	3,585,109	00	00	00
Susquehanna and Clearfield,	560,467	86	560,467	00	00	00
Susquehanna and Delaware River,	89,000	00	89,000	00	00	00
Tioga,	1,467,511	02	2,022,602	41,000	20,786	27
Tionesta and Clarion,	No road	ed	00	00	00	00
Tionesta Valley,	129,944	92	190,000	00	00	00
Treoskov,	282,897	51	282,897	00	00	00
Tyrone and Clearfield,	1,595,828	58	1,595,828	00	00	00
Warren and Farnsworth Valley,	123,431	71	168,849	44,917	7,480	71
Waynesburg and Washington,	162,271	57	195,866	4,800	5,796	41
West Chester and Phoenixville,	118,889	88	18,889	00	00	00

[illegible]

¹ Includes cost of coal lands.

¹ Includes cost of coal lands. The company report: "Our road having been purchased at foreclosure sale by the bondholders, whose interest in the bonds is represented by the stock standing to their credit, it is impossible to give a correct answer to these questions." "Some grading was done on the road as early as 1872, but little or none since. In a very full report of the condition of the company, made in 1880, the cost of construction, with interest added, was stated at \$10,938 11. The increase since is added interest, no more work having been done."

TABLE D.—CHARACTERISTICS OF ROAD.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length in miles of leased roads.	Total number of miles operated.	Total number of miles operated in Penn'a.	Aggregate length of all tracks in Penn'a.	Miles of steel rail on lines owned and operated.	Miles of iron rail on lines owned and operated.	Length of telegraph lines in Penn'a. in miles.	Number of miles of telegraph wire in Penn'a.	Number of bridges and trestles on lines owned.	Aggregate length of bridges and trestles in feet.	Number of stations in Pa.	Number of engine-houses and shops in Penn'a.	Number of wood and water stations in Penn'a.	Number of tunnels in Pa.
Addison and Northern Pennsylvania.	41.00	4.50	...	45.50	35.00	38.50	8.50	47.50	45	12,380.00	6	2
Allegheny Valley,	242.00	17.50	...	259.50	259.50	273.50	242.50	124.00	242.00	374.00	151	12,744.00	131	2	...	4
Allegheny,	12.00	12.00	12.00	14.50	...	16.65	12.00	12.00	16	3,424.00	2	1
Arnot and Pine Creek,	9.00	9.00	9.00	9.00	2.00	7.00	6
Beckman Valley,	9.00	9.00	9.00	9.00	...	7.00	6
Bald Eagle Valley,	51.20	29.17	...	80.37	80.37	90.48	74.73	15.75	71.30	76.00	102	4,871.00	14	2	10	...
Baltimore and Cumberland Valley.	4.55	4.55	4.55	5.61	...	5.61
Baltimore and Cumberland Valley Extension.	26.02	26.02	26.02	27.40	2.10	27.40	2.20	...	13	3,253.00	7	1	1	...
Baltimore and Philadelphia,	36.45	20.00	...	20.00	2.30	2.40	...	23.64	...	2.30	9	3,531.00	10	2
Bangor and Portland,	25.00	25.00	25.00	31.00	16.00	15.00	25.00	25.00	16	240.40	10	2	3	...
Barclay,	16.23	16.23	16.23	16.23	4.50	17.75	17.00	17.00	11	973.00	8	4	4	...
Bedford and Bridgeport,	33.70	10.50	...	49.20	49.20	53.95	22.65	31.30	33.70	38.70	29	3,224.00	12	3	5	...
Beech Creek, Clearfield and South Western.	66.92	15.11	...	82.03	82.03	93.16	93.16	34	5,449.00	17	1	8	2
Belleville, Nittany and Lemont,	10.00
Bell's Gap,	25.40	25.40	25.40	31.00	25.40	10.80	23.20	23.20	4	700.00	5	...	5	...
Berlin,	8.70	8.70	8.70	10.80	7	1,420.00	1	1	1	...
Berlin Branch,	7.00	7.00	7.00	7.00	2	80.00	3	1	1	...
Big Level and Kinzua,	15.00
Bradford,	14.00	1.93
Bradford, Bordell and Kinzua,	15.00	...	22.39	30.32	30.32	44.73	0.24	44.54	4	831.00	9	2	6	...
Bradford, Bordell and Smethport,	10.23	...	10.23	10.23	10.23	12.94	...	12.94	4	609.00	1	1	2	...
Bradford, Eldred and Cuba,	23.71	...	29.96	53.69	5.74	6.65	...	83.30	22	5,585.00	1	1	1	...
Bradford, Elchburg and Cuba,	9.36	9.36	9.36	6.53	...	10.21	4	500.00	1
Brockwayville and Punxsutawney,	25.00	25.00	25.00
Buffalo, Bradford and Punxsutawney,	25.97	25.97	13.16	41.13	5.00	30.22	18.00	42.00	31	3,762.00	12
Buffalo, Bradford and Pittsburgh,	23.97	...	223.31	693.16	245.90	403.20	451.90	255.96	349.00	249.00	193	25,033.00	34	7	17	...
Buttano, New York and Philadelphia,	429.85	5.80	...	25.50	25.50	33.50	10.50	83.00	15.00	16.00	10	1,316.00	19	2	5	...
Catsaqua and Fogelsville,	20.00	4.50	...	96.50	96.50	125.50	24	2,316.50	23	1	2	...
Catawissa,	22.76	22.76	22.76	25.99	9.82	16.77	22.76	110.28	26	2,316.50	23	1	2	...
Charlata,	7.14	7.14	7.14	7.14	...	7.45	2	660.00	2	...	2	...
Chester and Delaware River,	4.39	4.39	4.39	7.14	...	7.45	2	660.00	2	...	2	...
Chester Creek,	7.14	7.14	7.14	7.14	...	7.45	2	660.00	2	...	2	...

Chester Valley,	31.50	21.50	23.50	23.50	23.50	15.00	75.00	58	2,926.00	18	1	2
Chester Hill,	4.12	4.12	4.12	4.12	4.12	192.82	98.71	134	11,283.00	16	1	1
Cleveland and Pittsburgh,	223.21	50.51	50.51	50.51	50.51	18.78	14.60	23	2,273.00	10	1	1
Colebrookdale,	12.80	12.80	12.80	12.80	12.80	18.78	18.78	23	2,273.00	6	2	2
Colebrook Valley,	16.27	16.27	16.27	16.27	16.27	31.72	31.72	23	2,273.00	6	2	2
Columbia and Port Deposit,	40.00	40.00	40.00	40.00	40.00	31.72	31.72	23	2,273.00	6	2	2
Connetquot,	4.75	4.75	4.75	4.75	4.75	30.80	30.80	14	1,871.00	6	9	13
Cornwall,	31.04	31.04	31.04	31.04	31.04	68.50	68.50	16	4,024.00	24	9	13
Cornwall and Lebanon,	7.47	7.47	7.47	7.47	7.47	10.21	10.21	4	820.00	12	1	2
Cornwall and Mount Hope,	5.20	5.20	5.20	5.20	5.20	8.00	8.00	2	184.00	6	1	2
Cornwall and Shamokin,	42.80	42.80	42.80	42.80	42.80	42.80	42.80	20	5,878.00	42	6	11
Cornwall and Shamokin,	15.00	15.00	15.00	15.00	15.00	15.00	15.00	1	54.00	1	1	1
Cornwall and Shamokin,	54.00	54.00	54.00	54.00	54.00	135.00	135.00	25	5,262.00	15	6	28
Cornwall and Shamokin,	141.01	141.01	141.01	141.01	141.01	114.61	114.61	27	3,324.00	50	6	3
Cornwall and Shamokin,	58.30	58.30	58.30	58.30	58.30	58.30	58.30	9	568.50	3	1	1
Cornwall and Shamokin,	7.70	7.70	7.70	7.70	7.70	8.25	8.25	9	568.50	3	1	1
Cornwall and Shamokin,	108.50	108.50	108.50	108.50	108.50	108.50	108.50	26	5,895.00	13	1	7
Cornwall and Shamokin,	28.11	28.11	28.11	28.11	28.11	18.54	18.54	15	793.00	8	1	2
Cornwall and Shamokin,	30.00	30.00	30.00	30.00	30.00	5.98	5.98	22	1,767.00	9	6	5
Cornwall and Shamokin,	5.80	5.80	5.80	5.80	5.80	17.72	17.72	9	283.00	4	2	1
Cornwall and Shamokin,	3.13	3.13	3.13	3.13	3.13	8.28	8.28	42	924.00	13	3	7
Cornwall and Shamokin,	11.00	11.00	11.00	11.00	11.00	2.00	2.00	1	40.00	1	1	1
Cornwall and Shamokin,	1.00	1.00	1.00	1.00	1.00	1.00	1.00	67	5,185.00	19	2	7
Cornwall and Shamokin,	75.50	75.50	75.50	75.50	75.50	27.72	27.72	41	4,223.00	20	8	8
Cornwall and Shamokin,	84.67	84.67	84.67	84.67	84.67	45.50	45.50	14	415.00	16	2	1
Cornwall and Shamokin,	60.00	60.00	60.00	60.00	60.00	12.67	12.67	23	2,160.00	2	1	1
Cornwall and Shamokin,	4.00	4.00	4.00	4.00	4.00	0.30	0.30	8	1,486.00	3	1	1
Cornwall and Shamokin,	12.67	12.67	12.67	12.67	12.67	4.36	4.36	24.06	1,900.00	5	1	1
Cornwall and Shamokin,	0.15	0.15	0.15	0.15	0.15	3.90	3.90	10	876.00	1	1	1
Cornwall and Shamokin,	4.15	4.15	4.15	4.15	4.15	4.36	4.36	25	976.00	11	5	5
Cornwall and Shamokin,	21.60	21.60	21.60	21.60	21.60	3.77	3.77	10	876.00	1	1	1
Cornwall and Shamokin,	3.56	3.56	3.56	3.56	3.56	13.00	13.00	25	976.00	11	5	5
Cornwall and Shamokin,	41.00	41.00	41.00	41.00	41.00	61.50	61.50	25	976.00	11	5	5
Cornwall and Shamokin,	33.50	33.50	33.50	33.50	33.50	40.70	40.70	11.00	11.00	17	3	3
Cornwall and Shamokin,	22.00	22.00	22.00	22.00	22.00	54.41	54.41	39	2,162.00	16	1	8
Cornwall and Shamokin,	35.75	35.75	35.75	35.75	35.75	53.00	53.00	86	11,176.00	26	4	11
Cornwall and Shamokin,	18.15	18.15	18.15	18.15	18.15	12.87	12.87	12	2,284.00	13	4	9
Cornwall and Shamokin,	19.10	19.10	19.10	19.10	19.10	24.63	24.63	55	3,873.00	10	7	1
Cornwall and Shamokin,	9.23	9.23	9.23	9.23	9.23	11.25	11.25	6	321.00	1	1	1
Cornwall and Shamokin,	51.10	51.10	51.10	51.10	51.10	8.88	8.88	1	1	1	1	1
Cornwall and Shamokin,	2.53	2.53	2.53	2.53	2.53	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	44.87	44.87	44.87	44.87	44.87	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	3.56	3.56	3.56	3.56	3.56	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	3.56	3.56	3.56	3.56	3.56	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	15.00	15.00	15.00	15.00	15.00	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	5.00	5.00	5.00	5.00	5.00	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	5.00	5.00	5.00	5.00	5.00	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	14.00	14.00	14.00	14.00	14.00	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	540.40	540.40	540.40	540.40	540.40	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	464.45	464.45	464.45	464.45	464.45	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	2,680.70	2,680.70	2,680.70	2,680.70	2,680.70	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1,655.78	1,655.78	1,655.78	1,655.78	1,655.78	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	200.46	200.46	200.46	200.46	200.46	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	632.53	632.53	632.53	632.53	632.53	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	584.00	584.00	584.00	584.00	584.00	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	25,360.00	25,360.00	25,360.00	25,360.00	25,360.00	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	18	18	18	18	18	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	7	7	7	7	7	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	13	13	13	13	13	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	2	2	2	2	2	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1	1	1	5.50	5.50	1	1	1	1	1
Cornwall and Shamokin,	1	1	1									

1 Not completed. No road in operation.
2 None reported in operation.
3 Of this, 1,340.35 miles reported as "operated roads."

TABLE D.—CHARACTERISTICS OF ROAD—Continued.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length in miles of leased roads.	Total number of miles operated.	Total number of miles operated in Penn'a.	Aggregate length of all tracks in Penn'a.	Miles of steel rail on lines owned and operated.	Miles of iron rail on lines owned and operated.	Length of telegraph lines in Penn'a in miles.	Number of miles of telegraph wire in Penn'a.	Number of bridges and trestles on lines owned.	Aggregate length of bridges and trestles in feet.	Number of stations in Pa.	Number of engine-houses and shops in Penn'a.	Number of wood and water stations in Penn'a.	Number of tunnels in Pa.
Reading and Lebanon,	30.00			12.16	12.16	12.54	23.60	12.54	19.59	38.18	11	8,017.00	3	1	5	1
New City and Eldred,	12.16			19.59	19.59	24.01		40				210.00	3			
Ridgway and Clearfield,	19.59															
Ridgway and Oil City,	60.00															
River Front,	3.62			3.62	3.62	6.76	5.98	77	30	60	3	270.00	1	1	7	1
Rochester and Pittsburgh,	212.53		28.03	238.56	72.65	97.69	282.89	49.25	80.52	80.52	259	37,193.00	14	2	1	
Salisbury,	8.70	2.50		11.20	11.20	12.00		12.00				7,814.00	11	1	1	
Schuylkill Valley Navigation,	11.00	7.19		18.19	18.19	28.31	1.13	27.19				1,028.83				
Shamokin, Sunbury and Lewisburg,	31.10			31.10	31.10	40.11	22.29	7.82				7,568.00	6	1	3	
Shamokin Valley and Pottsville,	27.20	2.43		29.73	29.73	48.12	29.67	18.55	28.78	28.78	40	1,705.00	6	1	6	
Sharon,	9.00	9.00		18.00	18.00	19.00	7.00	12.00	9.00			420.00	6			
Sharon,	17.00	3.08		20.08	20.08	22.03	5.60	22.08				400.00	11	1	2	
Shenandoah and Spring Creek,	5.80			5.80	5.80	5.80	5.60									
Sinamoning and Shiefeld,	47.00	12.30	22.00	81.30	81.30	95.10	52.90	42.20	54.00	57.00	46	3,652.00	20	3	6	
Somersett and Cambria,	1.00			1.00	1.00	1.10	1.10									
State Ridge and Delta,	45.10			45.10	45.10	43.40	38.65	9.75				2,510.00	7	1	3	
South Mountain,	17.78			17.78	17.78	19.78	8.00	11.78	11.00	19.00	6	1,318.00	2	1	3	
South Pennsylvania,	21.00	2.00		23.00	23.00	22.40	8.00	23.40				1,882.00	15	1	2	
South-West Pennsylvania,	44.50	34.44		79.94	79.94	105.81	76.01	29.80	59.58	77.52	98	6,247.00	15	3	1	
State Line and Sullivan,	24.00			24.00	24.00	25.00	23.23	24.78	29.00	29.00	10	1,865.00	7	1	3	
Stony Creek,	10.30	0.85		11.15	11.15	13.08	1.73	11.30	10.30			380.00	3	1	1	
Stony Creek,	4.50			4.50	4.50	4.60										
Sunbury,	43.31			43.31	43.31	47.41	42.14	5.27	49.00	49.00	30	9,000.00	9	1	5	
Sunbury and Lewisburg,	43.44			43.44	43.44	51.20	44.00	7.20	43.23	112.24	29	8,613.00	9	1	6	
Sunbury, Hazleton and Wilkes-Barre,	22.73	2.11		24.84	24.84	25.13	23.13		22.50	22.50	13	310.00	2			
Susquehanna and Clearfield,	107.00			107.00	107.00	113.52	10.00	92.25	62.21	65.21	103	7,648.00	16	5	9	
Tioga,	43.00	2.00	1.77	70.80	64.00	82.37	13.80	14.50	11.00		24	3,925.00	1	1	2	
Tionesta Valley,	12.00			12.00	12.00	13.54	13.54	18.54	10.16		6	2,895.30	21	2	10	
Turtle Creek and Allegheny River,	48.80	42.11		97.90	97.90	113.52	95.25	18.57	50.00	54.00	50	9,854.00	4	1	4	
Tyone and Clearfield,	10.06			10.06	10.06	11.54	11.54	15.54	10.16		6	524.00	1	1	3	
Warren and Farnsworth Valley,	10.06	5.31		25.36	25.36	29.77	29.77	29.77			40	4,077.00	8	1	4	
Waynesburg and Washington,	28.30			28.30	28.30	29.77	29.77	29.77								

	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020
West Chester and Phenixville,	14.00	33.60	112.60	31.07	32.51	75.00	64.75	97.63	157.57	117	6,519.00	13	1
Western Maryland,	90.00	96.62	96.62	138.17	138.17	98.00	42.17	97.63	157.57	117	6,519.00	13	1
Western Pennsylvania,	75.57	31.05	96.62	138.17	138.17	98.00	42.17	97.63	157.57	117	6,519.00	13	1
West Penn and Shenango Connecting,	19.60	19.60	19.60	19.60	19.60	22.00	22.00	22.00	22.00	14	1,879.00	33	8
Wheeling, Pittsburgh and Baltimore,	32.20	32.20	32.20	32.20	32.20	32.20	32.20	32.20	32.20	33	5,405.00	5	1
Williamsport and Clearfield,	70.00	70.00	70.00	70.00	70.00	70.00	70.00	70.00	70.00	33	5,405.00	5	1
Williamsport and North Branch,	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00	70	359.00	5	2
Wilmington and Northern,	53.80	53.80	53.80	53.80	53.80	53.80	53.80	53.80	53.80	73	1,359.00	25	4
Wind Gap and Delaware,	17.90	5.00	9.00	9.00	9.00	15.00	23.00	40.00	40.00	52	4,360.00	35	3
York and Peach Bottom,	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	52	4,360.00	35	3
York and Peach Bottom,	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	3	3	1	1
Youghiogheny Northern,	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	3	3	1	1
Totals,	10,032.004	2,300.896	17,551.421	10,012.785	15,646.355	114,775.721	7,570.815	5,935.50	12,261.16	7,716	569,214.33	2,966	1,159

¹ No road in operation. No work done other than surveys. ² No road in operation. About one third of the line surveyed. ³ No road in operation. Owned by the Philadelphia, Reading and Potomac Telegraph Company. ⁴ Only one and one sixth miles completed. ⁵ Telephone. But no track laid. ⁶ Reported as "Potomac road." ⁷ The company's report does not make it clear whether this should be "nine" or "four." ⁸ No road in operation. Companies omitted from this table have not reported the characteristics of their roads. Some of them are leased, and their mileage is included in the reports of the lessees. Others are under construction; and others still had only made surveys or partial surveys up to the date of their reports, and had not ascertained or neglected to report the length of their contemplated lines.

TABLE E.-EQUIPMENT.

NAME OF COMPANY.	Number of locomotives.	Number of first-class passenger cars.	Number of second-class passenger cars.	Total number of passenger cars.	Number of baggage, mail and express cars.	Number of postal cars.	Number of freight cars, eight wheel.	Number of freight cars, four wheel.	Total number of freight cars.
Addison and Northern Pennsylvania,	5	2	4	6	2		40		40
Allegheny Valley,	71	32	11	43	8		2,320		2,320
Baltimore and Philadelphia,	4	4		4	2		29		29
Bangor and Portland,	4	2	1	3	2		15		15
Barclay,	6	2		2	1			172	172
Beech Creek, Clearfield and South-Western,	14	5	2	7	3		572	180	702
Bell's Gap,	5	2	2	4			5		5
Bradford, Bordell and Kinzua,	5	5		5	2		85		85
Bradford, Bordell and Smethport,	1	2		2					
Bradford, Eldred and Cuba,	6	5	3	8	3		120		120
Buffalo, New York and Philadelphia,	118	78	9	87	31		5,480		5,480
Catsquana and Fogelsville,	6			8	1		2		2
Cleveland and Pittsburgh,	97			44	24		8,460	11	8,471
Corning, Cowanesque and Antrim,	50	13	6	19	7		1,289	810	2,049
Cornwall,	7		2	5			14	178	187
Cornwall and Lebanon,	6	3		3	1				1
Cumberland Valley,	25	27		27	15		443	8	451
Delaware and Hudson,	60	5	2	7	8		27	4,181	4,188
Delaware, Lackawanna and Western,	219	47	9	56	23		7,354	16,247	23,601
Dunkirk, Allegheny Valley and Pittsburgh,	12	6	2	8	2		88		88
East Broad Top,	7	2		2	2		212	40	252
Edgewood,	1								
Erle and Pittsburgh,	29			5	4				1,331
Erle and Wyoming Valley,	5								
Evergreen,	2	1	1	2			1		1
Fall Brook Coal,	*50	13	6	19	7		1,289	810	2,049
Fort Pitt Incline Plane,		2							
Gettysburg and Harrisburg,	2	2	9	11	1				

Greenlick Narrow Gauge, Hanover Junction, Hanover and Gettysburg, Harrisburg and Potomac, Huntingdon and Broad Top Mountain, Ironton, Keyatone Coal Company, Lake Shore and Michigan Southern, Laligh Valley, Ligonier Valley, Little Saw-Mill Run, Lykens Valley, Meadville and Linesville, Monongahela Incline Plane, Mont Alto, Montour, Montrose, Mount Oliver Incline, New Castle, New Castle and Butler, New York, Chicago and St. Louis, New York, Lake Erie and Western, Northern Central, Penn Gas Coal Company's Youghiogheny, Pennsylvania, Pennsylvania and New York, Pennsylvania Coal, Pennsylvania Company, Peoples', Philadelphia and Baltimore Central, Philadelphia and Reading, Philadelphia, Wilmington and Baltimore, Pittsburgh and Castle Shannon, Pittsburgh and Connellsville, Pittsburgh and Lake Erie, Pittsburgh and Western, Pittsburgh, Chartiers and Youghiogheny, Pittsburgh, Cincinnati and St. Louis, Pittsburgh, Fort Wayne and Chicago, Pittsburgh, McKeesport and Youghiogheny, Reading and Columbia,	1 11 18 2 2 551 828 2 4 6 1 . 2 2 2 2 . 2 2 2 2 2 109 584 152 2 1,175 85 85 28 940 105 5 15 29 82 4 121 288 19 11	4 3 4 . . 184 . 2 2 2 . 2 2 . 1 2 . 2 . 24 270 69 . 2 718 . 8 . 1 788 150 4 16 25 35 2 50 8 6	1 10 2 1 . 60 . . 1 . . . 1 12 87 . . 2 11 . . . 49 . 3 2 7 . 2 9 .<
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*The equipment of the Fall Brook Coal Company is used to operate the Pine Creek and Corning, Cowanesque and Antrim railroads.

+ Includes one sixteen-wheel and seven six-wheel cars; and of the whole number 42,501 are coal cars.

TABLE E.—EQUIPMENT—Continued.

NAME OF COMPANY.	Number of locomotives.	Number of first-class passenger cars.	Number of second-class passenger cars.	Total number of passenger cars.	Number of baggage, mail and express cars.	Number of postal cars.	Number of freight cars, eight wheel.	Number of freight cars, four wheel.	Total number of freight cars.
Rew City and Eldred,	60	1	1	1	1	1	1	1	3,427
Rochester and Pittsburgh,	1	30	1	31	14	1	1	1	12
Salisbury,	1	1	1	1	1	1	1	1	243
Sharpsville,	3	1	1	5	3	1	12	1	11
Shenango and Allegheny,	9	5	1	1	1	1	10	1	10
Somerset and Cambria,	1	1	1	2	2	1	10	1	1
South Mountain,	3	1	1	2	1	1	1	1	1
State Line and Sullivan,	3	2	1	1	1	1	1	1	1
Strasburg,	1	1	1	1	1	1	1	1	1
Tloga,	14	5	2	7	3	1	119	743	862
Tionesta Valley,	8	1	1	1	1	1	97	1	97
Warren and Farnsworth Valley,	3	2	1	3	1	1	88	1	88
Waynesburg and Washington,	3	2	1	3	1	1	23	1	23
Western Maryland,	28	40	4	44	11	1	1	1	644
Williamsport and North Branch,	2	2	1	3	1	1	1	1	1
Williamston and Northern,	17	8	2	10	7	1	119	7	126
York and Peach Bottom,	5	5	3	8	1	1	84	1	84
Total,	5,644	2,675	517	3,550	988	88	92,139	96,254	254,201

NOTE.—Companies left out of this table report no equipment, their roads being operated by other companies or unfinished.

TABLE F.—TRAINS AND PERSONS EMPLOYED.

NAME OF COMPANY.	Average number of cars in passenger trains.	Average number of cars in freight trains.	Average weight in tons of passenger trains.	Average weight in tons of freight trains.	Average number of per- sons employed, includ- ing officials.	Average number of per- sons employed in Penn- sylvania, including off- duty.
Addison and Northern Pennsylvania,	8	6	65	180	120	108
Allegheny Valley,	3.2	28.1	125	562	1,486	1,486
Baltimore and Cumberland Valley Extension,	2	6	.	.	.	7
Baltimore and Philadelphia,	2	6	.	.	61	63
Bangor and Portland,	2	15	.	.	63	70
Barclay,	3	25	85	782	70	200
Beech Creek, Clearfield and South Western,	2	40	92	838	202	90
Bell's Gap,	2	13	80	240	90	14
Berlin,	2	.	45	.	14	8
Berlin Branch,	8	95
Bradford, Bordell and Kinzua,	3	7	56	67	95	9
Bradford, Eldred and Cuba,	3	7	56	67	112	2,727
Buffalo, New York and Philadelphia,	4	35	.	.	55	1,363
Catsaquas and Fogelsville,	10	60	815	485	1,687	141
Cleveland and Pittsburgh,	4.83	17.73	188	218	180	105
Colebrook Valley,	3	16	.	.	480	61
Corning, Cowanesque and Antrim,	3	38	100	1,200	61	120
Cornwall,	2	30	83	604	120	378
Cornwall and Lebanon,	3	16	.	.	505	696
Cumberland Valley,	3.4	19.1	120	314	763	3,000
Delaware and Hudson,	2 to 5	11 to 25	103	500	828	180
Delaware, Lackawanna and Western,	5	20 to 30	150	450	125	125
Dunkirk, Allegheny Valley and Pittsburgh,	3	25	65	240	.	.
East Broad Top,	2	15	43	117	.	.

1 Mixed passenger and freight.

TABLE F.—TRAINS AND PERSONS EMPLOYED—Continued.

NAME OF COMPANY.	Average number of cars in passenger trains.	Average number of cars in freight trains.	Average weight in tons of passenger trains.	Average weight in tons of freight trains.	Average number of persons employed, including officials.	Average number of persons employed in Pennsylvania, including officials.
Edgewood.	8.683	10 to 14	113	250	464	828
Elmira and Williamsport.	4	17.468	185	427	451	451
Erie and Pittsburgh.	1	15	14	212	9	9
Erie and Wyoming Valley.	2					
Evergreen.	4				6	6
Fort Pitt Incline Plane.	1					
Frankford and Holmesburg.	3	15	121	453	68	58
Gettysburg and Harrisburg.	2	12	100	70	7	7
Greenlick Narrow Gauge.	2.50	30	100	400	95	95
Hanover Junction, Hanover and Gettysburg.	2	28	100	670	44	44
Harrisburg and Potomac.	6	20	211	180	215	215
Huntingdon and Broad Top Mountain.	3	40	198	400	87	87
Ironton.	3	24	115	609	9,685	483
Lake Shore and Michigan Southern.	2	15	150	302	151	109
Lawrence.	15	15 to 100	150	200 to 800	6,000	4,800
Lehigh and Lackawanna.	1	285		150	23	23
Lehigh Valley.	2	20.634	66	150	45	45
Lehigh Valley.	2	8			26	26
Ligonier Valley.	2				14	14
Little Saw-Mill Run.	2.50	10.50	45		37	37
Lykens Valley.	3				25	25
Meadville and Linesville.					8	8
Monongahela Incline Plane.						
Mont Alto.						
Monroese.						
Mount Oliver Incline.						

	3	83	115	392	72	72
New Brighton and New Castle,					8	8
New Castle,					182	182
New Castle and Beaver Valley,	4	18	185	242	8	8
New Castle and Butler,				10		
New York, Chicago and St. Louis,	8.23	28.74	149.70	335	1,817	1,817
New York, Lake Erie and Western,					18,585	18,585
New York, Lake Erie and Western Coal,	3	20	85	650	116	116
New York, Pittsburgh and Chicago,	2	6	72	260	18	18
Northern Central,	4.9	31.6	187	585	2,107	688
Penn Gas Coal Company's Youghiogheny,	2				14	14
Pennsylvania,	5.02	25.66	194	808	44,000	21,400
Pennsylvania and New York,	5	40	118	706	1,952	1,755
Pennsylvania Coal,	8	3			4,000	4,000
Peoples',					12	12
Parkinson,	2	70	68	845	170	170
Philadelphia and Baltimore Central,	8.30	8.50	130	260	402	385
Philadelphia and Erie,	4.157	84.769	121	839	4,280	4,280
Philadelphia and Reading,	4	17	111	4306	518,989	14,364
Philadelphia and Trenton,	4	37	135	894	2,100	
Philadelphia, Germantown and Chestnut Hill,	4	10	130	317		
Philadelphia, Newtown and New York,	8	20			60	60
Philadelphia, Wilmington and Baltimore,	4.60	16.40			4,100	
Pine Creek,	8	40	178	391	260	280
Pittsburgh and Castle Shannon,	3	40	100	1,250	235	235
Pittsburgh and Connellsville,	4	40	30	90	2,814	2,809
Pittsburgh and Lake Erie,	3.70	26	114	950	872	767
Pittsburgh and Western,	3	15	146.80	600	892	872
Pittsburgh, Chartiers and Youghiogheny,	2	25	70	800	62	62
Pittsburgh, Cincinnati and St. Louis,	6.83	19.26	200	250	2,800	603
Pittsburgh, Fort Wayne and Chicago,	6	19	175	252	6,804	2,200
Pittsburgh, McKeesport and Youghiogheny,	2.10	24	128	500	407	407
Pittsburgh Southern,	8	10			366	366
Reading and Columbia,	3	26	100	600	805	805
Rochester and Pittsburgh,	3	35			1,068	
Salisbury,	1	15	44	380	21	21
Shamokin Valley and Pottsville,	8	32	63	800	60	60
Shenango and Allegheny,	3	17	75	256	225	225
Somerset and Cambria,	3	20	100	301	108	108
South Mountain,					47	47

¹ Mixed passenger and freight. ² Coal—four-wheel basis. ³ In coal trains, 41. ⁴ Of coal trains, 800.
⁵ Report: "Cannot state." ⁶ Report: "Cannot say."

⁷ Exclusive of coal department.

TABLE F.—TRAINS AND PERSONS EMPLOYED—Continued.

NAME OF COMPANY.	Average number of cars in passenger trains.	Average number of cars in freight trains.	Average weight in tons of passenger trains.	Average weight in tons of freight trains.	Average number of per- sons employed, includ- ing officials.	Average number of per- sons employed in Penn- sylvania, including offi- cials.
State Line and Sullivan,	2.50	145	91	1890	40	40
Stony Creek,	3	35	100	350	57	57
Tioga,	3	80	50	365	300	285
Tionesta Valley,	2	4	52.40	74.30	34	34
Warren and Farnsworth Valley,	3	5	88	65	20	20
Waynesburg and Washington,	5	15	190	390	60	60
Western Maryland,	3	5	75	125	575	40
West Penn and Shenango Connecting, Wheeling, Pittsburgh and Baltimore,	3	20	100	150	285	209
Williamsport and North Branch,	2.50	17	78	623	30	30
Williamington and Northern,	3	23.50	50	110	356	276
York and Peach Bottom,	8	8	50	110	65	65
Total,	136,840	55,153

¹ Mixed passenger and freight.

NOTE.—The roads of companies left out of this table are leased to and operated by other companies.

TABLE G.—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight trains.	Number of miles run by coal trains.	Total number of miles run.	Speed of ordinary passenger trains.	Speed of express trains.	Speed of freight trains.
Addison and Northern Pennsylvania,	48,617	41,852	80,566	116,085	14	14	10
Allegheny Valley,	648,110	980,833	..	1,628,443	25	80	12
Baltimore and Philadelphia,	88,780	12,880	..	52,840	18	..	12
Bangor and Portland,	81,800	18,600	..	49,900	15	..	10
Barclay,	17,898	..	45,980	68,878	16½	..	12
Beech Creek, Clearfield and South Western,	7,720	21,840	24,860	53,920	25	25	15
Bell's Gap,	81,488	52,187	52,187	135,863	15	15	10
Berlin,	6,720	26,880	..	83,600
Berlin Branch,	14,882	..	4,882	16
Bradford, Bordell and Kinzua,	64,266	26,844	..	91,110	14	..	10
Bradford, Eldred and Cuba,	86,818	84,650	..	121,468	15	..	10
Buffalo, New York and Philadelphia,	1,162,487	1,874,209	..	2,586,686	20	25	10
Catsaqua and Foglesville,	23,788	..	27,456	75,082	15	..	12
Charlton,	58,401	30,467	17,329	106,197	20	24	10
Cleveland and Pittsburgh,	592,885	1,625,658	..	2,218,043	25	80	15
Colebrook Valley,	82,657	29,548	..	62,205	26	..	14
Corning, Cowanesque and Antrim,	182,794	284,468	..	417,252	15	24	12
Cornwall,	26,250	27,405	..	52,655	23	..	12
Cornwall and Lebanon,	12,000	9,782	..	21,782	26	..	14
Cumberland Valley,	298,405	242,118	..	540,523	24	30	12
Delaware and Hudson,	88,283	116,922	1,158,478	1,888,683	18	25	12
Delaware, Lackawanna and Western,	947,808	1,505,274	4,868,491	7,321,068	25 to 35	25 to 35	10 to 18

¹ Ore and coal.

TABLE G.—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS—Continued.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight trains.	Number of miles run by coal trains.	Total number of miles run.	Speed of ordinary passenger trains.	Speed of express trains.	Speed of freight trains.
Dunkirk, Allegheny Valley and Pittsburgh,	123,083	192,381	140,980	315,464	20	20	10
East Broad Top,	21,080	1541,401	140,980	62,080	14	80	12
Elmira and Williamsport,	151,188	261,887	2163,149	692,690	26	26	15
Erie and Pittsburgh,	168,730	2,512	163,149	593,716	26	26	12
Fort Pitt Incline Plane,	7,800	8,983	16,240	7,800	6	20	10
Frankford and Holmesburg,	13,728	71,939	165,251	43,681	25	25	12
Gettysburg and Harrisburg,	84,749	21,102	161,445	57,119	22	23	10
Hanover Junction, Hanover and Gettysburg,	93,312	27,900	10,280	165,251	25	23	15
Harrisburg and Potomac,	36,017	10,280	10,280	247,125	22	23	12
Huntingdon and Broad Top Mountain,	57,780	165,700	171,570	10,280	25	25	6
Ironton,	60,000	15,828,746	171,570	125,700	25	25	10
Junction,	3,459,742	53,823	171,570	9,288,483	25	25	15
Lake Shore and Michigan Southern,	40,570	21,214	171,570	171,570	25	25	12
Lawrence,	39,956	1,669,052	2,760,059	61,170	20	85 to 40	8 to 12
Lehigh and Lackawanna,	1,457,405	1,669,052	2,760,059	5,886,546	20 to 25	85 to 40	10 to 12
Lehigh Valley,	421,460	1,669,052	2,760,059	21,460	15	20	6 to 10
Ligonier Valley,	3,720	9,526	11,990	15,710	10 to 20	25	12
Little Saw-Mill Run,	2,814	7,666	69,894	72,708	20	22.60	12
Lykens Valley,	28,816	7,666	69,894	85,342	25	25	12
Meadville and Linesville,	28,784	7,666	69,894	84,890	22.60	22.60	12
Mont Alto,	185,000	40,000	40,000	35,000	14	6	15
Montrose,	40,000	7,043	6,402	40,000	6	6	6
Mount Oliver Incline Plane,	8,180	7,043	6,402	10,173	6	6	15
New Brighton and New Castle,	8,180	7,043	6,402	10,173	6	6	15
New Castle,	8,180	7,043	6,402	6,402	6	6	6

New Castle and Beaver Valley,	40,998	67,157	91,237	199,453	27	27	12
New York, Chicago and St. Louis,	481,207	12,498,893	2,940,100	2,940,100	28	28	15
New York, Lake Erie and Western,	8,791,414	7,618,873	11,305,287	11,305,287	20 to 22	26 to 35	12
New York, Lake Erie and Western, Coal,	9,782	18,720	51,984	80,476	20	20	12
New York, Pittsburgh and Chicago,	27,231	33,499	8,120	30,861	19 ¹⁰	30	10
North-East, Pennsylvania,	635,338	16,140	39,639	39,639	19 ¹⁰	31	9 ¹⁰
Northern Central,	12,000	11,112,587	14,000	1,747,923	24 ¹⁰	81	11
Penn Gas Coal Company's Youghiogheny,	525,766,556	327,803,035	25,000	26,000	20	20	15
Pennsylvania,	41,316	20,653	25,000	353,569,591	25	36	15
Pennsylvania Coal,	357,883	244,673	406,717	1,009,273	15	30	12
Pennsylvania and New York,	118,728	133,504	252,380	252,380	24	30	10
Perkionen,	425,473	149,090	1,798,408	574,568	22	22	15
Philadelphia and Baltimore Central,	554,728	4,227,904	4,738,243	2,853,181	28	28	12
Philadelphia and Erie,	5,908,810	1,858,165	478,040	14,964,857	22	45	20
Philadelphia and Reading,	652,413	7,586	116,694	2,483,618	35	46	18
Philadelphia, Germantown and Chestnut Hill,	44,457	12,874	116,694	51,983	21	21	10
Philadelphia, Newtown and New York,	108,820	1,827,930	2,084,164	116,694	20	40 to 44	10
Philadelphia, Wilmington and Baltimore,	1,356,234	1317,231	27,000	433,720	30	23	12
Pine Creek,	116,489	1,052,629	27,000	57,000	15	23	12
Pittsburgh and Castle Shannon,	30,000	1,876,280	441,150	2,141,514	12	28	10
Pittsburgh and Connelville,	647,785	1,876,280	441,150	642,684	22	28	10
Pittsburgh and Lake Erie,	286,454	115,300	57,106	40,535	20	25	12
Pittsburgh and Western,	25,235	2,627,831	57,106	8,728,308	20	28	10
Pittsburgh, Chartiers and Youghiogheny,	1,013,369	4,705,823	12,182,478	8,950,925	20	30	13
Pittsburgh, Cincinnati and St. Louis,	2,062,619	1163,703	163,703	230,323	22	28	15
Pittsburgh, Fort Wayne and Chicago,	126,620	219,233	464,454	365,259	22	28	10
Pittsburgh, McKeesport and Youghiogheny,	81,572	1213,054	178,100	387,853	20	22	18
Pittsburgh Southern,	174,804	1572,994	169,921	365,354	20	22	10
Reading and Columbia,	382,360	24,697	178,100	30,871	23	22	10
Rochester and Pittsburgh,	6,174	5,000	159,921	115,758	25	24	16
Salisbury,	37,658	622	5,024	249,431	24	24	12
Shanokin Valley and Pottsville,	84,510	95,671	14,778	2,202	15	24	10
Shenango and Allegheny,	1,580	8,494	414,778	157,049	25	25	12
Slack Ridge and Delta,	66,354	415,000	15,000	43,840	25	25	12
Somerset and Cambria,	20,068	116,119	58,019	15,000	25	25	12
South Mountain,	20,068	116,119	58,019	15,000	25	25	12
State Line and Sullivan,	41,900	116,119	58,019	15,000	25	25	12
Stony Creek,	41,900	116,119	58,019	15,000	25	25	12

¹ Freight and coal. ² Freight shifting and construction. ³ Freight shifting. ⁴ Mixed trains. ⁵ Car mileage.
⁶ Freight, coal, and empty cars. ⁷ Coal, 12. ⁸ Through, 18; way, 8. ⁹ Shifting and ballast. ¹⁰ Freight, passenger, and construction switching.

TABLE G.—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS—Continued.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight trains.	Number of miles run by coal trains.	Total number of miles run.	Speed of ordinary passenger trains.	Speed of express trains.	Speed of freight trains.
Strasburg,	43,744	3,744
Toga,	73,195	81,990	. . .	276,954	21 ¹⁰	. . .	12
Tionesta Valley,	24,000	10,950	. . .	34,950	12
Warren and Farnsworth Valley,	20,100	5,802	. . .	25,902	10	. . .	9
Waynesburg and Washington,	33,698	17,400	. . .	51,098	14	. . .	10
Western Maryland,	437,071	816,064	32,063	894,197	20	30	12
West Penn and Shenango Connecting,	37,560	12,520	. . .	50,080	24	24	12
Wheeling, Pittsburgh and Baltimore,	67,413	182,088	42,896	292,397
Wilmington and Northern,	199,753	257,029	. . .	456,785	24	30	15
York and Peach Bottom,	36,089	31,123	. . .	67,211	15	. . .	10
Total,	56,835,776	372,963,233 ¹	20,578,168	450,377,207 ¹

¹ Freight and coal.² Mixed.

NOTE.—Leased roads whose train mileage is included in the reports of the lessees are left out of this table.

TABLE H.—NUMBER OF PASSENGERS CARRIED AND RATE OF FARE CHARGED IN CENTS PER MILE—Continued.

NAME OF COMPANY.	Number of through passengers.	Number of local passengers.	Total number of passengers.	Number of miles traveled.	Number of passengers carried one mile in Penna.	Rate of fare for first-class through passengers.	Rate of fare for second-class through passengers.	Rate of fare for first-class local passengers.	Rate of fare for second-class local passengers.
Erie and Pittsburgh,	6,093	196,490	202,583	8,753,211	202,583	24	24	3	.
Fort Pitt Incline Plane,	435,219	.	435,219	.	435,219	3	3	.	.
Frankford and Holmesburg,	34,770	74,225	108,995	228,490	228,490	2.144	2.144	2.483	.
Gettysburg and Harrisburg,	.	.	118,802	1,888,899	1,888,899	1.59	1.59	1.59	.
Hanover Junction, Hanover and Gettysburg,	26,257	80,919	57,176	865,607	865,607	2.1	2.1	3.2	.
Harrisburg and Potomac,	22,603	32,603	22,603	1,523,168	1,523,168	3	3	3	.
Huntington and Broad Top Mountain, Junction,	11,153	81,283	92,416	1,523,168	1,523,168	3	3	3	.
Lake Shore and Michigan Southern,	91,809	8,553,541	3,045,350	193,330,423	24,138,966	24	13	24 and 3	2
Lawrence,	.	58,474	58,474	673,055	336,527	24	24	3	.
Lehigh and Lackawanna,	.	.	66,970	816,227	816,227	2.48	2.48	.	.
Lehigh Valley,	38,669	2,220,897	2,259,066	268,582	35,291,518	2	2	3	.
Ligonier Valley,	16,476	22,432	38,903	49,269	268,582	5	5	5	.
Little Saw-Mill Run,	16,423	.	16,423	337,725	337,725	3	3	2.931	.
Lykens Valley,	8,336	18,439	82,777	445,140	445,140	2.931	2.931	.	.
Meadville and Lineville,	.	.	26,775	66,886	1,063,572	11	11	.	.
Monongahela Incline Plane,	19,986	46,506	66,492	218,231	218,231	3.62	3.62	3.62	.
Mont Alto,	.	.	14,450	218,231	218,231	3.62	3.62	.	.
Montrose,	748,854	.	748,854	.	468,854
Mt. Oliver Incline,	.	.	.	205,024	25,672	24	24	3	.
Mt. Pleasant and Broad Ford,	.	25,672	25,672	1,377,324	188,648	2	2	3	.
New Brighton and New Castle,	.	138,648	138,648	14,610,449	1,288,966	0.820	0.820	1.792	2.020
New Castle and Beaver Valley,	.	462,847	475,274	169,699,245	1,288,966	1.85	1.70	2.40	2.23
New York, Chicago and St. Louis,	12,927	.	12,927
New York, Lake Erie and Western,	.	.	5,335,669

New York, Lake Erie and Western Coal,	165	19,007	19,172	117,981	117,981	2.66	2.47
North-East Pennsylvania,	..	106,968	106,968	679,612	679,612	2.6	2.6
Northern Central,	2,838,741	25,380,684	18,807,289	2.447	2.447
Penn Gas Coal Company's Youghiogheny,	160,000	3 ¹	3 ¹
Pennsylvania,	203,983	11,225,888	11,429,776	243,298,222	243,112,007	2.277	2.482
Pennsylvania and New York,	9,735,517
Pennsylvania Coal,	7,226	17,243	24,469	1,627,424	1,627,424	2.7123	2.763
Perkiomen,	8,054	153,672	159,726	20,785,557	20,785,557	2.508	2.756
Philadelphia and Erie,	2,024	1,068,281	1,070,305	309,371,250	177,461,713	1.85	..
Philadelphia and Reading,	24,011,768	67,617,401	67,617,401	2.3	1.694
Philadelphia and Trenton,	1,887,804	2,595,752	3,888,556	1,927,746	1,927,746	1.617	2.235
Philadelphia, Germantown and Chestnut Hill,	83,254	471,585	554,839	2,688,397	2,688,397	..	3
Philadelphia, Newtown and New York,	..	310,136	310,136	121,025,885	51,088,025	2.594	2.226
Philadelphia, Wilmington and Baltimore,	519,021	4,751,479	5,270,500	1,735,465	1,735,465	2.45	2.45
Pine Creek,	94,517	..	885,610	3 ¹	3 ¹
Pittsburgh and Castle Shannon,	112,835	151,887	284,672	..	18,723,380
Pittsburgh and Connellsville,	8,943,293	7,921,743	3	2.25
Pittsburgh and Lake Erie,	518,843	260,812	260,812	..	3
Pittsburgh, Chartiers and Youghiogheny,	36,250	..	36,250	40,048,375	7,012,470	2.23	1.50
Pittsburgh, Cincinnati and St. Louis,	94,605	1,214,503	1,309,108	110,032,611	11,520,488	2 ¹	2.79
Pittsburgh, Fort Wayne and Chicago,	146,524	3,131,664	3,278,188	1,555,133	1,555,133	3	3
Pittsburgh, McKeesport and Youghiogheny,	191,018	..	894,195	..	3
Pittsburgh Southern,	4,973,629	4,973,629	2.26	..
Reading and Columbia,	846,600	..	30,065
Salisbury,	1,110,681	1,110,681	2.306	2.306
Shamokin Valley and Pottsville,	139,755	1,092,007	1,092,007	3.16	..
Shenango and Allegheny,	92,401	5,502	5,502	..	3
State Ridge and Delta,	..	5,502	1,842,295
Somerset and Cambria,	1,014,880	1,014,880	1.70	1.70
South Mountain,	104,226	..	437,972	3	3
South-West Pennsylvania,	699,246	699,246	2.164	2.113
Stony Creek,	35,594	70,393	105,987	73,195	1,667,680	2.63	3
Tioga,	146,731	152,243	152,243	8.20	3
Tionesta Valley,	..	9,511	11,711	124,530	124,530	5	5
Warren and Farnsworth Valley,	2,200	1,609	12,006	573,649	573,649	3.50	..
Waynesburg and Washington,	10,397	23,498	33,848	15,353,985	..	1.6	..
Western Maryland,	9,852	671,950	671,950	467,089	467,089	8 ¹	..
West Penn and Shenango Connecting,	33,880

¹ From April 21 to December 31, 1884. ² Not wholly in Pennsylvania, but the company's report does not show how many outside of the State. ³ Single trip, 5 cents; round-trip tickets, fifty rides, \$1.50; monthly tickets for adults, sixty trips, \$1.25; monthly tickets for children between five and sixteen years, fifty-four trips, 80 cents. ⁴ Single trip, 5 cents; fifty-trip ticket, \$1.50; fifty-four-trip school-ticket, \$1; yearly ticket, \$25. ⁵ Proximate average for all passengers.

TABLE H.—NUMBER OF PASSENGERS CARRIED AND RATE OF FARE CHARGED IN CENTS PER MILE—Continued.

NAME OF COMPANY.	Number of through passengers.	Number of local passengers.	Total number of passengers.	Number of miles traveled.	Number of passengers carried one mile in Penn'a.	Rate of fare for first-class through passengers.	Rate of fare for second-class through passengers.	Rate of fare for first-class local passengers.	Rate of fare for second-class local passengers.
Wheeling, Pittsburgh and Baltimore,	1,158,346
Williamsport and North Branch,	205,728
Wilmington and Northern,	267,650	8,149,036	2,444,624	22	..	8	..
York and Peach Bottom,	58,119	22
Total,	4,625,681	88,742,161	78,642,774	1,508,394,479	819,889,882

NOTE.—The roads of companies left out of this table are leased, and the passengers carried over them included in the reports of the lessees. The difference (35,274,932) between the combined totals of the columns of "through" and "local" passengers and the total of the column which presents the whole number of passengers carried is owing to the fact that some companies have reported only the total number carried by them. This omission destroys the value of this table so far as relates to the distinction between local and through passengers.

TABLE I.—KIND AND QUANTITY OF FREIGHT CARRIED IN TONS OF 2,000 POUNDS.

NAME OF COMPANY.	Anthracite coal.	Bituminous coal and coke.	Petroleum and other oils.	Pig iron.	Railroad iron.	Other iron or cast-ings.	Iron and other ores.
Addison and Northern Pennsylvania,	2,933	29,817	16	84,982	190	10	186,323
Allegheny Valley,	12,526	1,833,518	561,017		12,639		6,668
Bachman Valley,							
Baltimore and Cumberland Valley Extension,	112,441						
Baltimore and Philadelphia,	3,948	23,021	67	2,411	256	10,294	3,827
Bangor and Portland,	21,700	314,482		120		50	500
Barclay,							
Beech Creek, Clearfield and South Western,	184	237,553	13		91	44	
Bell's Gap,		176,541.50					
Berlin,		10,985	66	9	70	187	
Bradford, Bordell and Kinna,			59			8,210	
Bradford, Eldred and Cuba,			231		19		
Buffalo, New York and Philadelphia,	202,955	1,061,625				75,521	31,388
Catsauqua and Fogelsville,	25,950.75	11,448	239,487	15,640	108	698	127,570.50
Chartiers,		495,589		156	266	5,435	
Cleveland and Pittsburgh,		1,163,063	135,153	76,261	17,335	54,999	285,816
Colebrook Valley,	7,960	83,020		39,744			50,231
Corning, Cowanesque and Antrim,	481,538	774,913	4,827	897	34,002	14,224	2,968
Cornwall,	1182,552			104,189			390,410
Cornwall and Lebanon,	16,527	75,551		36,985			116,129
Cumberland Valley,	112,039	67,153	4,196	42,190			39,745
Delaware and Hudson,	3,405,993		523	21,456	17,511	10,589	38,745
Delaware, Lackawanna and Western,	5,750,251	32,233	9,153	78,063	9,852	84,526	128,678
Dunkirk, Allegheny Valley & Pittsburgh,	10,098	5,858	122,900	17	85,188	57,859	76,478
East Broad Top,	481	110,969	186	15,314		2,614	14,430

¹ Includes bituminous.

² Includes anthracite.

TABLE I.—KIND AND QUANTITY OF FREIGHT CARRIED IN TONS OF 2,000 POUNDS—Continued.

NAME OF COMPANY.	Anthracite coal.	Bituminous coal and coke.	Petroleum and other oils.	Pig iron.	Railroad iron.	Other iron or castings.	Iron and other ores.
Edgewood,	69,300	4,041	5,092	565	28,892	10,295
Elmira and Williamsport,	11,010,150	2,231	100,695	1,232	18,111	160,282
Erie and Pittsburgh,	233,471	11,288
Greenlick Narrow Gauge,
Hanover Junction, Hanover and Gettysburg,	29,249	11,914
Harrisburg and Potomac,	7,992	2,247	..	7,625	53	49	14,395
Huntingdon and Broad Top Mountain,	1,764	586,820	863	41,613	2,122	918	45,899
Ironton,	6,969	35,210
Keystone Coal Company,	9,057,25
Lake Shore and Michigan Southern,	369,370	1,038,002	377,537	97,305	39,115	824,092	242,426
Lawrence,	434,694	512	92,025	2,015	21,045	391,857
Lehigh and Lackawanna,	14,858	..	10	50	11,500
Lehigh Valley,	6,730,078.88	59,987,90	246,299.61	204,690.60	119,885.45	..	477,904.07
Ligonier Valley,	480	51	12	..
Little Saw-Mill Run,	227,761
Lykens Valley,	2602,444	..	553	299	446	1,282	..
Mont Alto,	10,041	36,062	5,252
Montrose,	5,166
Montour,	127,163
Mount Pleasant and Broad Ford,	455,179	823	8,747	111	2,817	17,787
New Brighton and New Castle,	105,567	200	4,035	..	1,558	108,450
New Castle,	10,632
New Castle and Beaver Valley,	706,893	2,400	133,929	2,266	24,238	421,394
New York, Chicago and St. Louis,	2855,921	..	82,574	17,893	20,825	30,574	256
New York, Lake Erie and Western Coal,	265,572	89	24	279	422	6
North-East Pennsylvania,	6,029	..	33	125	..
Northern Central,	12,739,896	235,696	101,405	24,401	138,748	237,147
Penn Gas Coal Company's Youghiogheny,	136,864

TABLE I.—KIND AND QUANTITY OF FREIGHT CARRIED, IN TONS OF 2,000 POUNDS—Continued.

NAME OF COMPANY.	Stone and lime.	Agricultural products.	Merchandise and manufactures.	Live stock.	Lumber.	Other articles.
Addison and Northern Pennsylvania,	..	110	8,086	..	26,000	803
Allegheny Valley,	..	44,180	293,960	2,189	312,893	805,423
Bachman Valley,	4,166	12,880	22,888	3,423	3,718	..
Baltimore and Cumberland Valley Extension,	120	..	16,511	1,423	2,655	15,784
Bangor and Portland,	450	..	250	425	1,500	37,821
Baltimore and Philadelphia,	8,690	2,865	4,547	22	4,898	28,224
Barclay,	6,113	..	12,510	5,563
Beech Creek, Clearfield and South-Western,	102	287	634	43	1,501	238
Bell's Gap,	378	..	8,771	..	180,881	8,520.75
Berlin,	701	888	2,975	19	956	..
Bradford, Bordell and Kinzua,	111	1,643	1,479	..	7,855	1,833
Bradford, Eldred and Cuba,	..	1,116	10,954	45	8,896	14,688
Buffalo, New York and Philadelphia,	40,824	85,868	185,592	2,750	373,377	127,207
Catsaquia and Fogelsville,	44,876	1,207	4,768	..	2,111	567
Chartiers,	4,022	6,012	14,745	7,144	7,278	3,123
Cleveland and Pittsburgh,	116,558	79,055	291,790	19,651	108,087	66,669
Colebrook Valley,	4,275	1,147	5,757	..	4,802	..
Corning, Cowanesque and Antrim,	4,934	194,040	181,192	2,566	81,134	20,358
Cornwall,	33,643	27,619
Cornwall and Lebanon,	15,698	1,070	5,209	..	4,863	..
Cumberland Valley,	19,268	75,632	12,227	24,228	80,363	139,377
Delaware and Hudson,	1,219	38,490	88,768	28,827	378,235	38,061
Delaware, Lackawanna and Western,	135,703	824,092	284,412	68,369	223,759	241,076
Dunkirk, Allegheny Valley and Pittsburgh,	3,349	19,700	15,273	1,400	86,700	26,148
East Broad Top,	64	966	4,968	..	1,975	2,490
Elmira and Williamsport,	9,069	126,126	134,954	22,430	182,158	16,724
Erle and Pittsburgh,	56,346	11,176	65,110	5,164	16,862	11,571
Greenlick Narrow (Jauge,	278	22	1,892
Hanover Junction, Hanover and Gettysburg,	11,702	12,628	18,993	8,330	9,266	..
Harrisburg and Potomac,	248	4,053	10,753	8
Huntingdon and Broad Top Mountain,	2,100	8,553	78,244	884	80,926	..
Ironton,	27,109	9,497
Lake Shore and Michigan Southern,	832,695	1,231,998	689,585	442,330	676,452	1,554,766
Lawrence,	124,898	9,686	86,680	6,444	6,357	4,228
Lehigh and Lackawanna,	23,909	2,400	12,657	..	4,600	11,541
Lehigh Valley,	86,456.04	23,070.57	162,411.17	1,266,222.79

	7,705	651	834	561	3,422	1,908
Ligonier Valley,						547
Little Saw Mill Run,						408
Lykens Valley,	432	3,970	3,077	24	10,576	
Mont Alto,		8,119	11,713		6,024	
Montrose,						10,581
Mount Pleasant and Broad Ford,	13,446	442	5,639	42	8,432	
New Brighton and New Castle,	21,209	752	1,028	2,684	1,131	4,420
New Castle and Beaver Valley,	126,914	14,654	105,014	12,571	15,711	6,399
New York, Chicago and St. Louis,	84,194	698,918	860,137	91,404	121,348	19,269
New York, Lake Erie and Western Coal,	383	1,209	2,125	48	16,353	12,160
North-East Pennsylvania,	160	7,105	590	635	4,990	1,458
Northern Central,	158,842	746,820	500,664	87,640	639,731	89,303
Penn Gas Coal Company's Youghiogheny,			1,000		500	
Pennsylvania,	1,312,943	1,453,728	1,396,312	412,443	1,230,207	444,344
Pennsylvania and New York,	31,193.17		643,264.81	19,034.38	76,795.24	
Pennsylvania Coal,			2,868		1,841	
Perkmen,	10,056	101,305	63,273	4,522	9,814	6,220
Philadelphia and Erie,	52,059	596,560	343,234	31,039	832,597	97,700
Philadelphia and Reading,	969,662	1,433,939	1,071,349	84,253	691,017	44,033,888
Philadelphia, Newtown and New York,	10,564	4,276	1,430	100	3,464	
Philadelphia, Wilmington and Baltimore,	146,179	320,724	486,229	84,896	197,776	176,169
Pine Creek,	5,947	191,948	178,139	1,196	50,652	21,609
Pittsburgh and Castle Shannon,						422
Pittsburgh and Connellsville,	138,943	19,948	164,608	1,978	76,679	
Pittsburgh and Lake Erie,	187,075	16,784	49,035	292	45,149	62,823
Pittsburgh and Western,	98,698	10,487	78,301	963	118,111	12,649
Pittsburgh, Chartiers and Youghiogheny,	3,929	365	755		5,543	1,033
Pittsburgh, Cincinnati and St. Louis,	81,890	575,050	542,964	221,900	88,152	75,096
Pittsburgh, Fort Wayne and Chicago,	224,880	609,788	960,926	169,760	248,152	188,580
Pittsburgh, McKeesport and Youghiogheny,	60,287	1,868	10,397	36	13,935	13,414
Pittsburgh Southern,	3,547	10,121	23,901	1,419	10,073	
Reading and Columbia,			282,122			
Reading and Pittsburgh,			66,718	1,451	45,419	44,248
Rochester and Pittsburg,	17,524	34,805	1,556		6,558	
Salisbury,	26	288	88,711	698	95,713	13,715
Shamokin Valley and Pottsville,	12,148	56,605	643	49	1,896	1,035
Sharpville,	13,345	399	6,599	679	21,399	6,054
Shenango and Allegheny,	1,273	2,133	1,573	10	182	
Slate Ridge and Delta,	190	698				

¹ Including bark. ² Includes products of animals, merchandise, materials, passengers, baggage, &c.

³ Includes products of forest.

⁴ Includes express goods, company's

TABLE I.—KIND AND QUANTITY OF FREIGHT CARRIED, IN TONS OF 2,000 POUNDS—Continued.

NAME OF COMPANY.	Stone and lime.	Agricultural products.	Merchandise and manufactures.	Live stock.	Lumber.	Other articles.
Somerset and Cambria,	16,959	3,593	16,041	285	11,861	..
Stony Creek,	2,742	10,227	22,612	4,149	5,700	6,046
Tioga,	1,210	4,959	31,562	615	98,547	4,006
Tionesta Valley,	472	983	..	10,000	140,181
Warren and Farnsworth Valley,	890	2,808	..	5,112	815
Waynesburg and Washington,	533	905	2,797	2,122	2,718	1,867
Western Maryland,	6,765	..	98,128	17,949	17,401	90,585
West Penn and Shenango Connecting,	318	176	1,502	15	6,050	1,870
Wheeling, Pittsburgh and Baltimore,	3,468	8,058	25,405	1,661	9,906	..
Williamsport and North Branch,	439	681	2,215	..	22,283	10,722
Wilmington and Northern,	55,134	10,013	60,377	..	25,604	..
York and Peach Bottom,	744.40	4,779.60	4,382.80	447.40	4,353.60	17,186.30
Total,	4,994,506.44	8,186,462.60	9,983,633.80	1,904,570.97	7,831,861.77	9,520,824.84

¹ Bark.

TABLE J.-QUANTITY OF FREIGHT CARRIED AND RATE IN CENTS PER TON OF 2,000 POUNDS PER MILE.

NAME OF COMPANY.	Number of tons of through freight.	Number of tons of local freight.	Gross tonnage.	Number of tons of freight carried one mile in Penn'a.	Rate for through freight.	Rate for through coal.	Rate for local freight.	Rate for local coal.
Addison and Northern Pennsylvania, . . .	59,482	3,458,531	59,482	162,014,668	11	15	0.978	5.2
Allegheny Valley, . . .	131,476	48,890	3,590,007	419,778	0.673	18.54	5.7	4
Bachman Valley, . . .	48,890	87,463	46,219	18,885	3	4	7.12½	1
Baltimore and Cumberland Valley Extension . . .	87,463	74,156	87,463	5,110,358	2.26	50	100	50
Baltimore and Philadelphia, . . .	284,512	212,505	338,698	3,988,497½	70	2 to 6	6.541	1.68
Bangor and Portland, . . .	2,586½	12,608	240,786	130,980	13.20	2 to 4	1.66	3.59
Beech Creek, Clearfield and South-Western, . . .	8,562	865,065	215,091½	825,630	5.631	1.66½	3.59	8.50
Bell's Gap, . . .	1,511,469	543,770	16,170	245,682	4.83	1.66	3.59	3.59
Berlin Branch, . . .	37,685	1,514,921	8,182	1,980,783	0.56½	1.66	3.59	3.59
Bradford, Bordell and Kinzua, . . .	898,535	206,390	2,376,534	2,208,477	30.98	1	2	2
Bradford, Eldred and Cuba, . . .	206,390	4659,253	2,376,534	37,982,913	8	1½ to 2½	1½ to 4	1½ to 4
Buffalo, New York and Philadelphia, . . .	271,946	544,485	2,376,534	31,071,902	1½ to 2½	1½ to 2½	1½ to 4	1½ to 4
Cataqua and Fogelsville, . . .	100,733	3,698,582	1,797,496	3,059,587	1½ to 2½	1½ to 2½	1½ to 4	1½ to 4
Chartiers, . . .	206,246	3,987,933	5738,363	8,691,816	1½ to 2½	1½ to 2½	1½ to 4	1½ to 4
Cleveland and Pittsburgh, . . .	3,438,103	3,987,933	271,946	1,618,191	1.742	1.742	1.742	1.742
Colebrook Valley, . . .	3,438,103	3,987,933	645,168	25,964,123	1 and 2	1 and 2	1 and 2	1 and 2
Corning, Cowanesque and Antrim, . . .	3,438,103	3,987,933	3,698,582	121,018,266	0.98	0.98	0.98	0.98
Cornwall, . . .	3,438,103	3,987,933	7,966,036	251,534,287	0.98	0.98	0.98	0.98
Cornwall and Lebanon, . . .	3,438,103	3,987,933	7,966,036	251,534,287	0.98	0.98	0.98	0.98
Cumberland Valley, . . .	3,438,103	3,987,933	7,966,036	251,534,287	0.98	0.98	0.98	0.98
Delaware and Hudson, . . .	3,438,103	3,987,933	7,966,036	251,534,287	0.98	0.98	0.98	0.98
Delaware, Lackawanna and Western, . . .	3,438,103	3,987,933	7,966,036	251,534,287	0.98	0.98	0.98	0.98

¹ Average of all freights.² Includes coal.³ Average for through and local business, including coal.⁴ Computed at 2,000 pounds per ton.⁵ Per ton of 2,000 pounds.⁶ Computed at 2,240 pounds.

TABLE J.—QUANTITY OF FREIGHT CARRIED AND RATE IN CENTS PER TON OF 2,000 POUNDS PER MILE.—Continued.

NAME OF COMPANY.	Number of tons of through freight.	Number of tons of local freight.	Gross tonnage.	Number of tons of freight carried one mile in Penn'a.	Rate for through freight.	Rate for through coal.	Rate for local freight.	Rate for local coal.
Dillsburg and Mechanicsburg,	127,258	116,294	71,745	446,547	0.50	0.70	2.25	1
Dunkirk, Allegheny Valley and Pittsburgh,	52,722	99,081	243,552	6,665,682	14½	12½	15½	18
East Broad Top,			151,803	3,117,563				
Edgewood,				69,300				
Elmira and Williamsport,	1,048,914	451,552	1,500,466	80,640,247	20.646			
Erie and Pittsburgh,	5,838	726,433	732,271	40,882,896	0.873	0.873	0.850	0.850
Frankford and Holmesburg,			12,113	35,512	22.584			
Gettysburg and Harrisburg,			14,159	215,508	32.85			
Greenlick Narrow Gauge,			13,480		8		8	
Hanover Junction, Hanover and Gettysburg,	25,149	51,983	77,032	744,985	8.1	2½	4.3	2½
Harrisburg and Potomac,	47,430		47,430		34	4	8	6
Huntingdon and Broad Top Mountain,	509,794	286,011	785,805	28,152,887	8 to 10	8 to 10	1 to 3	1 to 3
Ironton,			78,768	393,933	8 to 10		3 to 10	3 to 10
Keystone Coal Company,	653,040	6,712,648	9,057.27	49,813½	0.512			
Lake Shore and Michigan Southern,		1,133,361	7,365,688	148,540,455			0.699	
Lawrence,			1,133,361	8,514,614			1.06	1.06
Lehigh and Lackawanna,			81,225	1,800,487	45.25	52.76		
Lehigh Valley,			9,896,875.08		61.07			
Ligonier Valley,	15,424	1,772	17,196		6.90		19	
Little Saw-Mill Run,	22,776	647	228,308					7
Lykens Valley,	405,620	217,886	623,503	11,310,501	71.248	5.33		
Meadville and Linesville,			25,700	387,373	2.333½	2.333½	2.333½	2.333½
Mont Alto,			42,211	646,247	72	5	4.22	
Montrose,	101	15,646	15,747	440,910	4.22			
Montour,			127,163					
Mt. Pleasant and Broad Ford,	484,230		507,465	8,217,577	71.9			
New Brighton and New Castle,		251,074	251,074	2,889,179	1.06	1.06	1.06	1.06
New Castle and Butler,	48,358		48,358					

TABLE J.—QUANTITY OF FREIGHT CARRIED AND RATE IN CENTS PER TON OF 2,000 POUNDS PER MILE—Continued.

NAME OF COMPANY.	Number of tons of through freight.	Number of tons of local freight.	Gross tonnage.	Number of tons of freight carried one mile in Penn'a.	Rate for through freight.	Rate for through coal.	Rate for local freight.	Rate for local coal.
Slate Ridge and Delta,	..	2,994	2,994	2,994	11.1	..	11.3	..
Somerset and Cambria,	201,988	7,964,747
Southern Pennsylvania,	36,433	442,943
South Mountain,	47,901	511,925	3.39	3.39	3.39	3.39
State Line and Sullivan,	230,290
Stony Creek,	241,062	2,232,426	41.90	42.18
Tioga,	208,688	84,399	886,817	27,407,149	8	1	4	2½
Tionesta Valley,	51,616	671,008
Warren and Farnsworth Valley,	6,895	2,825	9,220	102,857	15	14½	10	..
Waynesburg and Washington,	6,765	6,892	13,657	277,879	13.5	..	2	2.75
Western Maryland,	305,806	..	12.489
West Penn and Shenango Connecting,	..	305,806	19,190	277,134	12.66
Wheeling, Pittsburgh and Baltimore,	398,096	10,141,001	1.8
Williamsport and North Branch,	40,295
Wilmington and Northern,	554,016	12,602,213	1.75	1.5	3	2.75
York and Peach Bottom,	35,521.5	..	4	2.5	4	3
Total,	20,022,003	56,516,237	136,655,882	7,120,063,750

¹ Average of all freights.² For four months—from January 1 till April 30, 1884, when the road was leased to the Pennsylvania and New York Canal and Railroad Company.³ Company report: "Not separated."⁴ Average for all distances.

NOTE.—Companies left out of this and the two preceding tables have not reported their tonnage. Most of those omitted have leased their roads, and their tonnage is included in the reports of the lessees. The discrepancy between the combined totals of the "through" and "local" freight columns and the total of the column of "gross tonnage" is attributable to the fact that some of the companies have reported their total tonnage without separating the "through" from the "local." The discrepancy in the case of the Pennsylvania Coal Company is owing to the company's own coal (1,431,128 tons) being included in its gross tonnage, but not placed in either the "local" or "through" freight column.

TABLE K.—EARNINGS DURING THE YEAR.

NAME OF COMPANY.	Passengers.	Freight.	Mall and express.	Miscellaneous.	Total.	Proportion in Pennsylvania.
Addison and Northern Pennsylvania,	\$19,510	\$42,799	\$3,293	\$28	\$65,631	\$45,191
Allegheny Valley,	491,039	1,534,975	42,252	17,245	2,136,512	2,136,512
Allentown,					2,612	36
Bachman Valley,	3,758	9,780	920		14,460	15
Baltimore and Cumberland Valley						
Extension,	24,077	14,868	1,063		40,009	26
Baltimore and Philadelphia,	16,197	38,432	878	229	55,788	46
Bangor and Portland,	12,407	45,027	1,664	2,854	61,954	50
Barclay,	5,160	64,715	5,992	3,316	79,184	98
Beech Creek, Clearfield and South-						
Western,	8,196	58,599	101	17,639	84,536	87
Bell's Gap,	13,522	118,525	1,007	888	133,943	72
Berlin,	2,359	4,188	495		7,044	35
Berlin Branch,	1,000	3,081	309	90	4,461	19
Bradford, Bordell and Kinzua, . . .	40,523	20,622	4,314	4,472	69,933	18
Bradford, Eldred and Cuba,	55,234	31,841	3,996	252	91,324	30
Buffalo, New York and Philadelphia,	691,876	1,649,052	68,784	42,300	2,452,014	23
Cataqua and Fogelsville,	3,110	69,038	516	516	72,665	36
Chartiers,	76,058	79,244	5,147	3,630	164,079	59
Cleveland and Pittsburgh,	554,486	1,950,192	77,263	212,386	2,794,329	18
Colebrookdale,				16,395	16	
Colebrook Valley,	9,552	56,526	394	45	66,463	91
Columbia and Fort Deposit,	27,480	175,177	2,345	41,144	206,147	83
Corning, Cowanesque and Antrim, .	65,680	529,186	7,414	286	602,569	00
Cornwall,	7,557	68,588	479	972	77,592	27

¹ Rent from Philadelphia and Reading Railroad Company, lessee, \$2,407 36; miscellaneous, \$205.

ings received from Pittsburgh, Fort Wayne and Chicago railway, after deducting sundry expenses.

Philadelphia and Reading Railroad Company, lessee.

² Includes \$194,931 52 of joint earn-

³ Includes \$15,996 16 rental from

⁴ Rental.

TABLE K.—EARNINGS DURING THE YEAR—Continued.

NAME OF COMPANY.	Passengers.	Freight.	Mall and express.	Miscellaneous.	Total.	Proportion in Penn- sylvania.
Cornwall and Lebanon,	\$6,565	09	\$144	37	\$44,068	16
Cumberland Valley,	273,381	17	26,691	80	768,831	93
Delaware and Hudson Canal,	101,883	62	6,805	54	2,022,509	74
Delaware, Lackawanna and Western,	570,889	78	56,637	10	16,244,781	58
Dillsburg and Mechanicsburg,	9,008	34	678	67	27,648	10
Dunkirk, Allegheny Valley and Pittsburgh,	71,322	97	9,125	73	279,719	46
East Brandywine and Waynesburg,	16,685	01	2,044	32	38,803	07
East Broad Top,	12,889	06	1,285	04	86,539	05
Edgewood,	152,825	42	18,996	32	751,819	95
Elmira and Williamsport,	100,093	51	14,297	13	480,794	80
Erie and Pittsburgh,	8,180	31	3,180	31
Evergreen,	8,291	93	10,226	07
Fort Pitt Incline Plane,	5,098	16	..	16	6,032	28
Frankford and Holmesburg,	30,037	77	247	81	486,424	69
Gettysburg and Harrisburg,	45	56	4,411	10
Greenlick Narrow Gauge,	77,416	58
Hanover and York,
Hanover Junction, Hanover and Gettysburg,	23,204	06	2,926	00	95,039	46
Harrisburg and Potomac,	6,236	17	1,238	01	25,768	68
Huntingdon and Broad Top Moun- tain,	48,252	27	7,158	64	883,560	75
Ironton,	29,937	07
Jamestown and Franklin,	26,071	45	5,276	02	150,220	49
Junction,	98,656	50	12,771	20	229,274	70
Lake Shore and Michigan Southern, Lawrence,	4,183,729	07	1,069,045	06	14,843,583	99
Lehigh and Lackawanna,	17,080	07	4,010	99	204,164	76
..	18,907	73	2,458	94	69,545	73

Lehigh Valley	885,106	90	8,038,710	90	54,389	35	1,289,144	13	10,189,351	38	127,161	01
Lewisburg and Tyrone	29,386	66	92,378	63	4,876	47	19	25	127,161	01	21,718	23
Ligonier Valley	10,458	23	10,756	73	456	12	47	15	21,718	22	49,917	15
Little Saw-Mill Run	1,192	87	40,709	11			8,015	17	49,917	15	219,662	56
Little Schuylkill Navigation									219,662	56	153,202	51
Littletown	7,158	74	13,657	76	929	99	97	00	21,843	49	24,853	06
Lykens Valley	9,897	15	140,607	63	1,348	12	1,349	61	21,843	49	28,985	29
Meadville and Linesville	14,745	12	8,711	08	1,307	63	89	23	21,843	49	30,224	00
Monongahela Incline Plane	27,697	71					1,844	74	28,985	29	26,769	91
Mont Alto	11,894	78	15,202	26	1,768	70	74	55	28,985	29	33,190	63
Montrose	3,573	99	14,858	15	468	96			18,901	10	28,985	29
Montrose	7,921	56	18,609	62	2,347	41			18,901	10	28,985	29
Mount Oliver Incline	30,115	25	58	75					30,224	00	30,224	00
Mount Pleasant and Broad Ford	20,140	25	5,079	92	1,549	74			26,769	91	26,769	91
Nesquehoning Valley									91,000	00	91,000	00
New Brighton and New Castle	1,242	14	81,942	52			5	97	33,190	63	33,190	63
New Castle												
New Castle and Beaver Valley	40,915	45	222,898	61	5,594	66	375	72	269,784	44	269,784	44
New Castle and Butler			4,670	29					4,670	29	4,670	29
New York, Chicago and St. Louis	246,185	71	2,879,309	47	57,175	81	24,920	52	3,207,591	51	275,247	51
New York, Lake Erie and Western	4,675,871	14	15,773,004	60	715,305	27	1,550,879	96	22,715,060	97		
New York, Lake Erie and Western Coal												
New York, Pennsylvania and Ohio	2,929	18	92,393	85	444	37	1,149,800	00	145,567	40	145,567	40
New York, Pittsburgh and Chicago									121,994,440	20		
New York, Susquehanna and Western	137,843	08			206	20			148,049	28	3,219	68
North-East Pennsylvania	239,404	43	739,072	08			55,731	79	1,034,208	30	26,569	59
Northern Central	13,976	58	11,128	91	1,033	10	431	00	26,569	59	2,863,427	35
	621,185	79	2,885,507	02	87,190	06	270,354	04	3,864,236	91		

¹ The company report: "The foregoing statements only include the operations of the transportation department in the State of Pennsylvania." ² Rents. ³ This is no public road, being used exclusively as a coal road, and therefore has no earnings to report. ⁴ From April 21 to December 31, 1884. ⁵ The company report: "An additional sum of \$37,749 60 received by lessees from the Buffalo, New York and Philadelphia Railroad Company for truck rental between Oil City and Stoneboro', from November 1, 1882, to December 31, 1883, was credited in 1884 'account earnings,' and 40 per cent. of the amount, viz: \$15,099 84, was placed to the credit of this company by the lessee." ⁶ Rental and interest. ⁷ Reported by the Northern Central Railroad Company, agent of the Summit Branch Railroad Company, lessee. The Lykens Valley company reports: "Rents, \$62,499 96; miscellaneous, \$526 81; total, \$63,026 77." ⁸ For eleven months ending December 31, 1884, the road having been bought by the present company on the 1st of February, 1884. ⁹ Rent received from the Lehigh Coal and Navigation Company. ¹⁰ The New Castle Railroad and Mining Company is a company for mining coal, and the railroad has no separate earnings or expenses. ¹¹ Rents. ¹² This sum is made up of rent under lease to New York, Lake Erie and Western Railroad Company, income from business prior to 1st May, 1883, dividends on Sharon railway stock, and interest and exchange. ¹³ Includes freight. ¹⁴ These earnings include the total traffic received on the Darlington Cannel Coal railroad, which is held by a separate ownership.

TABLE K.—EARNINGS DURING THE YEAR.—Continued.

NAME OF COMPANY.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.	Proportion in Pennsylvania.
North Pennsylvania,	85,397	51	80	00	9,846,011	46
Penn Gas Coal Company's Youghio-			\$334	\$20	7,760	21
gheny,	5,891,539	54	958,370	523,645	30,198,884	81
Pennsylvania,	224,788	81	18,313	46,560	2,151,337	61
Pennsylvania and New York,	15,468	87	57	1,117,031	47,294	75
Pennsylvania Coal,				14	21,117,031	14
Pennsylvania Company,	11,817	40		234	12,827	67
People's,	44,906	38	4,400	176	287,906	35
Perkiomen,	571,450	86	66,631	145,968	3,660,146	10
Philadelphia and Erie,	5,709,314	15	79,369	2,149,962	30,237,069	93
Philadelphia and Reading,	1,480,539	23	182,148	15,657	3,044,709	80
Philadelphia and Trenton,			57	93		
Philadelphia, Germantown and Chest-	39,747	09	755	8	344,380	07
nut Hill,						
Philadelphia, Germantown and Nor-						
ristown,						
Philadelphia, Newtown and New	55,404	78				
York,						
Philadelphia, Wilmington and Balti-			2,576	881	75,942	95
more,	2,877,105	88	280,363	138,167	5,820,323	50
Pine Creek,	42,421	20	7,606	84	480,263	32
Pittsburgh and Castle Shannon,	18,943	60	257	2,449	175,268	81
Pittsburgh and Connellsville,	489,921	89	100,289	39	2,294,826	50
Pittsburgh and Lake Erie,	193,765	04	24,859	243	1,193,520	81
Pittsburgh and Western,	178,047	61	41,891	1,084	685,085	08
Pittsburgh, Chartiers and Youghio-			74	50		
gheny,	5,066	50		44	46,816	39
Pittsburgh, Cincinnati and St. Louis,	1,019,879	25	231,488	26,557	4,086,702	35
Pittsburgh, Fort Wayne and Chicago,	2,451,123	83	322,304	305,783	9,190,174	53

	15,746	24	3,552	56	19,288	50	19,288	80
Pittsburgh Junction, Pittsburgh, McKeesport and Yough- iogheny,	41,776	10	3,525	00	591,500	75	591,500	75
Pittsburgh Southern,	28,581	64	5,257	87	112,125	16	112,125	16
Pomeroy and Newark,	5,552	25	973	67	20,584	32	20,584	32
Reading and Columbia,	112,544	43	3,063	80	394,818	61	394,818	61
Rochester and Pittsburgh,	206,498	44	22,347	28	1,069,932	77	1,069,932	77
Salisbury,	1,247	22	47	44	31,014	99	31,014	99
Shamokin Valley and Pottsville, Sharpsville,	25,616	56	1,909	78	437,826	93	437,826	93
Shenango and Allegheny,	3,882	59	3,628	62	32,651	50	32,651	50
Slate Ridge and Delta,	34,475	38	3,628	62	185,990	57	185,990	57
Somerset and Cambria,	165	06	339	02	504	08	504	08
Southern Mountain,	38,148	09	6,136	91	132,825	02	132,825	02
Southern Pennsylvania,	17,346	84	916	27	35,712	27	35,712	27
State Line and Sullivan,	9,814	49	2,120	92	26,416	13	26,416	13
Stony Creek,	2,637	34	715	19	20,601	64	20,601	64
Strasburg,	18,257	16	440	32	67,147	51	67,147	51
Tioga,	61,028	30	5,800	61	1,150	00	1,150	00
Tionesta Valley,	7,172	17	806	37	370,174	08	335,568	52
Warren and Farnsworth Valley, Waynesburg and Washington,	5,491	97	822	34	31,722	12	31,722	12
Western Maryland,	18,564	33	2,830	75	16,417	69	16,417	69
West Penn and Shenango Connecting Wheeling, Pittsburgh and Baltimore, Williamsport and North Branch,	245,214	83	25,202	43	48,085	00	46,085	00
Williamsport and Northern, York and Peach Bottom,	15,957	36	1,624	57	628,986	43	24,951	96
	89,543	91	7,803	37	141,896	19	28,778	99
	6,147	32	4,570	49	346,035	92	232,982	58
	66,628	64	2,258	68	55,064	45	55,064	45
	18,914	11		50				
Totals,	\$36,928,254	70	\$4,921,355	63	\$190,837,606	71	\$57,985,984	47

¹ Income from rental. ² These earnings are exclusive of the profits and losses in operating leased roads, which are included in reports of this company relating to the operation of said roads. ³ From June 11 to December 31, 1884.

⁴ The company report: "The railroad of this company (with the Plymouth branch) was leased on the 10th day of November, 1870, to the Philadelphia and Reading Railroad Company for the term of nine hundred and ninety-nine years, at an annual rental of \$269,623 34, together with \$8,000 for the purpose of maintaining the corporate organization of the company." The earnings and operating expenses of the road are included in the report of the Philadelphia and Reading Company. ⁵ From January 1 to April 30, 1884. Road leased May 1, 1884, to the Pennsylvania and New York Canal and Railroad Company for fifty years, at \$38,000 per annum for the first three years, and \$40,000 per annum for the balance of the term of lease.

NOTE.—Companies left out of this table have not reported any earnings. The roads of most of them are leased, and their earnings included in the reports of the lessees.

TABLE L.—EXPENSES DURING THE YEAR.

NAME OF COMPANY.	Charged to cost of road, real estate, and equip- ment.	Charged to conducting transportation.	Charged to maintenance of motive power.	Charged to maintenance of way.	Charged to maintenance of cars.
Addison and Northern Pennsylvania,					
Allegheny Valley,		\$17,344	\$11,058	\$19,722	\$2,294
Bachman Valley,		390,583	324,711	358,520	176,218
Baltimore and Philadelphia,		2,249	5,594	6,097	67
Bangor and Portland,		14,266	11,105	18,366	1,927
Barday,	\$32,800	22,126	6,070	11,783	2,000
Beech Creek, Clearfield and South-Western,	1,898	18,160	19,594	17,808	917
Bedford and Bridgeport,		17,493	116,189	32,664	
Bell's Gap,	3,718	42,271		18,673	
Berlin,	491	2,488	3,173	5,033	4,268
Berlin Branch,	50	251		1,228	268
Bradford, Bordell and Kinzua,	1,532	17,618	22,146	21,485	2,780
Bradford, Eldred and Cuba,	3,110	14,578	23,402	24,611	3,241
Buffalo, New York and Philadelphia,	500,973	550,964	520,230	416,483	111,531
Catsaqua and Fogelsville,		11,805	13,460	12,081	391
Chartiers,		24,261	14,945	53,524	
Cleveland and Pittsburgh,		610,476	415,809	849,962	219,428
Colebrookdale,	541				
Colebrook Valley,			13,659		
Columbia and Port Deposit,		45,879	29,896	68,904	23,907
Connecting,	87,253				
Corning, Cowanesque and Antrim,			185,445	140,786	
Cornwall,	58,291	8,218	18,817	12,858	3,530
Cornwall and Lebanon,			11,920		
Cumberland Valley,	53,560	160,944	143,467	167,023	65,685
Delaware and Hudson,	148,567	641,792	818,862	153,546	53,246
Delaware, Lackawanna and Western,	968,325	1,200,827	1,137,108	472,787	529,294
	12	73	82	86	46

TABLE L.—EXPENSES DURING THE YEAR—Continued.

NAME OF COMPANY.	Charged to cost of road, real estate, and equip- ment.	Charged to conducting transportation.	Charged to maintenance of motive power.	Charged to maintenance of way.	Charged to maintenance of way.		
Northern Central,	\$865,218	50	\$637,196	97	\$831,600	09
Penn Gas Coal Company's Youghiogheny, Pennsylvania,	95	2,570	88	4,260	89	9,531	39
Pennsylvania and New York, Pennsylvania Company,	6,159,732	20	4,950,742	89	3,398,654	28
People's,	00	251,671	41	496,131	90
Perkiomen,	481	21	3,236	39	5,223	08
Philadelphia and Baltimore Central, Philadelphia and Erie,	64	71,622	28	62,455	19	53,019	68
Philadelphia and Reading, Philadelphia and Trenton,	06	802,652	21	659,812	10	498,349	97
Philadelphia, Germantown and Chestnut Hill, Philadelphia, Newtown and New York, Philadelphia, Wilmington and Baltimore, Pickering Valley,	6,768,577	14	2,972,487	91	3,510,949	45
Pine Creek, Pittsburgh and Castle Shannon, Pittsburgh and Connelleville, Pittsburgh and Lake Erie,	802,890	45	510,894	86	304,683	76
Pittsburgh and Western, Pittsburgh, Chartiers and Youghiogheny, Pittsburgh, Cincinnati and St. Louis, Pittsburgh, Fort Wayne and Chicago, Pittsburgh Junction,	97	32,547	47	16,439	78	19,725	47
Pittsburgh, McKeesport and Youghiogheny, Pittsburgh Southern, Pomeroy and Newark,	61	24,141	63	32,840	44	33,836	14
	..	1,501,140	45	1,065,496	67	826,654	11
	3149,649	54	4153,856	48
	..	124,606	86	866	24	8,059	24
	25	381,050	26	417,728	06	208,069	19
	03	190,106	69	167,807	51	231,505	76
	63	2298,807	18	83,580	85
	13	34,836	17	47,011	96
	97	983,002	53	799,995	79	428,965	43
	..	2,453,744	96	1,714,801	53	866,652	01
	91	392	16	35	00	477	49
	00	58,224	86	64,376	46	115,815	21
	..	30,370	99	32,740	61	22,598	98
	..	6,374	78	4,012	68	27,674	69

TABLE L.—EXPENSES DURING THE YEAR.—Continued.

NAME OF COMPANY.	General expenses.		Total operating ex-		Total expenses.		Per cent. of operating expenses to earnings.	Expenses per mile of road operated.
Addison and Northern Pennsylvania,	\$2,190	87	\$52,611	49	\$52,611	49		\$1,267
Allegheny Valley,	78,623	86	1,323,657	99	1,323,657	99	61.98	5,100
Allentown,	1916	26			916	26		
Bachman Valley,	450	00	14,391	78	14,391	78		2,345
Baltimore and Philadelphia,	1,236	65	46,903	35	46,903	35		2,187
Bangor and Portland,	12,708	00	54,688	50	87,488	50	88.90	54
Barclay,	101	65	56,583	00	57,981	69	71.46	32
Bedford and Bridgeport,					8,718	20		
Beech Creek, Clearfield and South-Western,			66,297	71	66,297	71	78.42	
Bell's Gap,			65,213	88	65,705	26	48.13	67
Berlin,			11,728	43	11,728	43	1.66	09
Berlin Branch,	766	03						1,848
Bradford, Bordell and Kinzua,	86	91	1,666	80	1,616	80		480
Bradford, Eldred and Cuba,	3,029	23	66,960	06	68,492	61	95.75	81
Buffalo, New York and Philadelphia,	3,087	60	68,921	47	72,032	26	75.46	1,283
Catsauqua and Fogelsville,	143,365	64	1,742,684	91	2,243,608	05	71	2,627
Chartiers,	5,788	72	48,580	04	43,580	04	58.90	1,707
Cleveland and Pittsburgh,	2,358	23	95,089	99	108,819	90	68.27	4,561
Colebrookdale,	124,687	76	1,722,313	78	1,840,820	44	66.26	7,713
Colebrookdale,	1502	41			1,044	15		
Colebrook Valley,	41,239	61	44,896	10	44,896	10	67.554	2,769
Columbia and Fort Deposit,	6,053	63	169,141	18	169,141	18		
Connecting,			87,268	61	87,268	61		
Corning, Cowanesque and Antrim,	105,728	36	481,910	00	481,910	00	71.68	4,694
Cornwall,	7,700	93	50,820	68	108,911	83	65.20	2,674
Cornwall and Lebanon,	11,067	86	13,008	60	13,008	60	28.526	2,419
Cumberland Valley,	17,874	04	584,994	10	608,554	14	72.284	6,768
Delaware and Hudson,			1,187,467	66	1,386,035	41	59	11,792

	68,978	44	3,408,904	80	74,867,319	92	54.50	16,216	44
Delaware, Lackawanna and Western,	578	52	28,719	46	28,719	46			
Dillsburg and Mechanicsburg,			300,919	94	302,411	87	107.68	8,321	41
Dunkirk, Allegheny Valley and Pittsburgh,		67	45,287	67	45,287	67			
East Brandywine and Waynesburg,	8,142		66,138	89	66,138	89	77.81	2,204	46
East Broad Top,	5,614	88	608,457	68	608,457	68	67.68	6,734	54
Elmira and Williamsport,	8,719	33	394,164	68	394,164	68	81.98	4,686	32
Erie and Pittsburgh,	8,973	26	7,103	91	7,103	91			
Evergreen,		48	6,847	48	9,006	92	66.98		
Fort Pitt Incline Plane,			12,982	93	12,982	93			
Frankford and Holmesburg,		55	36,027	14	36,027	14		1,464	50
Gettysburg and Harrisburg,	6,844	20	4,703	28	6,231	45	107	1,119	83
Greenlick Narrow Gauge,	97		66,255	74	66,990	24			
Hanover and York,		22	76,263	23	94,892	78	80.25	1,074	13
Hanover Junction, Hanover and Gettysburg,	2,273		51,568	01	60,098	24	200	1,251	65
Harrisburg and Potomac,	4,933	57	184,624	76	204,233	83	55.85	2,284	96
Huntingdon and Broad Top Mountain,	26,788	54	12,998	25	12,998	25	43.41	1,009	57
Ironton,	665	34	93,103	11	93,103	11	61.90	1,821	98
Jamestown and Franklin,		00			142,434	77			
Junction,	3,500				10				
Keystone,			9,138,521	65	9,138,521	65	61.53	7,553	78
Lake Shore and Michigan Southern,	962,415	61	115,600	24	115,600	24	56.62	5,245	02
Lawrence,	6,259	12	54,293	96	54,293	96			
Lehigh and Lackawanna,	2,500	00	5,246,072	79	7,318,888	04			
Lehigh Valley,	350,883	29	117,542	28	238,203	62			
Lewisburg and Tyrone,	83,107	14	9,720	50	21,229	08	44.75	925	76
Ligonier Valley,	1,858	62	35,618	07	59,646	57	71.80	11,872	69
Little Saw-Mill Run,	3,985	10	1125,053	00	29,282	66			
Little Schuylkill Navigation,	4,229	66	21,264	37	21,264	37	97.50	2,283	84
Littlestown,	1,742	64	90,702	55	90,702	55	59.20	4,585	13
Lykens Valley,	1,141	97	23,609	63	138,347	00			
Meadville and Linesville,	3,804	77			13,870	62			
Monongahela Incline Plane,					27,974	81	96		
Mont Alto,	880	89	25,909	27	26,509	27	91.90	946	76
Montrose,	2,971	26			22,502	76			
Mount Oliver Incline,	22,502	76			887	80			
Mount Pleasant and Broad Ford,	937	80			1,167,509	49	22.59	597	98
New Brighton and New Castle,	251	84	7,498	77					

¹ Includes State taxes.
² Road leased, and operating expenses paid by lessee.
³ Coupons due January 1.
⁴ Includes \$8,729 91 paid for hire of equipment.
⁵ Interest on equipment, &c.
⁶ Expenses at Philadelphia office, including salaries, lawyers' fees, insurance, and State taxes.
⁷ No data for railroad; all included in accounts of Keystone Coal Company, owner of the road.
⁸ Rent of East Mahanoy railroad.
⁹ Including interest on equipment.
¹⁰ From February 1 to December 31, 1884.
¹¹ From August 18 to December 31, 1884.

TABLE L.—EXPENSES DURING THE YEAR—Continued.

NAME OF COMPANY.	General expenses.		Total operating ex- penses.		Total expenses.		Per cent. of operating expenses to earnings.	Expenses per mile of road operated.
New Castle and Beaver Valley,	\$7,088	03	\$128,616	60	\$128,616	60	47.673	\$8,681
New Castle and Butler,	180,460	88	8,530	35	8,530	35	72.94	4,473
New York, Chicago and St. Louis,			2,339,512	50	2,679,808	43		
New York, Lake Erie and Western,					23,413,683	92		
New York, Lake Erie and Western Coal,	2,015	94	74,654	51	177,085	41	51.28	
New York, Pennsylvania and Ohio,	102,680	03	461,134	10	227,125	53		
New York, Pittsburgh and Chicago,	11,502	88	18,289	14	19,067	09		1,829
New York, Susquehanna and Western,			600,707	23	600,707	23		
North and West Branch,					138,260	36		
North-East Pennsylvania,	258	90	30,033	65	30,033	65		
Northern Central,	39,244	11	2,362,846	84	2,362,846	84	61.15	16,998
Penn Gas Coal Company's Youghiogheey,			16,362	66	16,362	66		1,671
Pennsylvania,	628,191	52	17,575,106	33	19,063,905	28		
Pennsylvania and New York,	632,823	67			1,400,628	98		
Pennsylvania Coal,								
Pennsylvania Company,	204,034	69			288,034	69		
People's,	5,929	23			14,819	86		
Parklomen,	9,879	77	196,976	92	198,704	55	66.12	5,116
Philadelphia and Baltimore Central,					2,108	64		
Philadelphia and Erie,			2,202,065	87	2,202,065	87	60.20	7,646
Philadelphia and Reading,	11,037,209	31	426,055,595	62	426,055,595	62	66.70	18,607
Philadelphia and Trenton,	28,251	70	1,807,456	81	1,963,086	87		
Philadelphia, Germantown and Chestnut Hill,			68,712	73	68,712	73		
Philadelphia, Newtown and New York,	5,467	24	96,285	45	96,285	45	127.00	4,606
Philadelphia, Wilmington and Baltimore,	66,688	26	3,965,145	16	3,971,858	18		
Pickering Valley,	476	70			910	31		
Pine Creek,	63,383	60	365,889	63	365,889	63	79.50	4,878

	16,817	92	150,750	26	150,750	26	86.00	25,150	04
Pittsburgh and Castle Shannon,	69,172	21	1,362,694	68	2,006,286	93	54.58	7,287	85
Pittsburgh and Connellsville,	81,314	47	809,226	43	917,412	46	67.90	11,897	55
Pittsburgh and Lake Erie,	39,878	31	484,814	42	1,309,420	65	70.77	2,050	83
Pittsburgh and Western,	29,752	62	41,700	15	124,198	28	89.07	2,743	43
Pittsburgh, Chartiers and Youngboghenny,	126,448	97	2,724,008	84	2,917,253	71	67.48	13,592	85
Pittsburgh, Cincinnati and St. Louis,	385,233	91	6,063,880	37	6,324,628	75	65.98	12,918	45
Pittsburgh, Fort Wayne and Chicago,	9	85	914	50	1,343,876	41			
Pittsburgh Junction,	19,548	66	294,408	12	442,806	12	49.77	4,596	21
Pittsburgh McKeesport and Youngboghenny,	3,843	02	95,427	61	95,427	61	85.18	1,781	69
Pittsburgh Southern,	9985	68	39,077	34	39,077	34			
Pomeroy and Newark,					126,547	35			
Pottsville and Mahanoy,	46,124	06	340,980	15	398,579	81	86.36	4,882	30
Reading and Columbia,					38,550	06			
Reading and Pottsville,					2,216,094	42	77.00	2,891	00
Rochester and Pottsville,	60,891	06	826,981	71	21,516	71	69.37	1,793	06
Salisbury,	1,776	91	21,516	13	210,900	13	48.17	7,592	15
Shamokin Valley and Pottsville,	4,810	58	210,900	13	3,887	04			
Sharon,					28,922	44			
Sharpsville,	1,767	61	28,609	95	28,922	44	88.55	1,286	91
Shenango and Allegheny,	11,078	83	120,807	92	242,278	78	64.95	2,013	46
Somerset and Cambria,	2,894	14	80,038	95	80,038	95	60.26	1,774	70
South Mountain,	2,555	26	25,816	51	25,816	51		1,452	00
Southern Pennsylvania,	476	09	20,257	56	20,257	56	77.00	844	06
South-West Pennsylvania,					78,174	64			
State Line and Sullivan,					1018,837	48	67½	576	56
Stony Creek,	4,091	20	51,586	42	51,983	76	76.33	4,662	22
Tioga,	9,875	13	213,374	98	215,908	00	57.64	8,058	18
Tionesta Valley,	7,089	00	28,549	95	38,549	95	90.00	906	35
Tyrone and Clearfield,					302,297	88			
Warren and Farnsworth Valley,	2,093	38	14,381	80	14,381	80	88.00	898	86
Waynesburg and Washington,	3,623	04	34,494	12	38,374	30	74.80	1,231	93
Western Maryland,	27,544	62	407,749	96	407,749	96	65.14		
Western Pennsylvania,					20,512	43			
West Penn and Shenango Connecting,	10,278	81	21,085	47	30,206	81	84.30	1,073	24

¹ Expenses of organization. ² Operating expenses prior to 1st May, 1883, when the road was leased to the New York, Lake Erie and Western Railroad Company. ³ This company's accounts are those of a mining company solely, to which the operations of the railroad are a more incident, and no report can be given showing the financial condition of the road alone. The total expenses of the company, including preparing, loading, and unloading coal, &c., were \$488,355 19. ⁴ After deducting \$150,000 for proportion of materials received from Central Railroad Company of New Jersey on account of lease May 29, 1883. ⁵ Including steam colliers and coal barges. ⁶ Not including steam colliers and coal barges. ⁷ From June 11 to December 31, 1884. ⁸ Includes \$261,148 38 paid Cleveland and Pittsburgh railroad on account of division of joint earnings. ⁹ Interest on equipment, &c. ¹⁰ From January 1 to April 30, 1884, when the road was leased to the Pennsylvania and New York Canal and Railroad Company.

TABLE L.—EXPENSES DURING THE YEAR—Continued.

NAME OF COMPANY.	General expenses.		Total operating ex- penses.		Total expenses.		Per cent. of operating expenses to earnings.	Expenses per mile of road operated.
Wheeling, Pittsburgh and Baltimore,	\$6,697	25	\$128,274	78	\$128,274	78	90.40	\$3,983
Williamsport and North Branch,	3,854	42	12,237	64	164,714	82		
Wilmington and Northern,	133,150	91	281,603	31	854,979	44	*79.99	*8,177
York and Peach Bottom,	7,255	98	49,356	00	65,774	30	89.78	1,233
Total,	\$16,144,924	37	\$100,972,405	35	\$139,231,224	82

* Includes \$4,795 34 taxes.

* Not including taxes.

NOTE.—Companies left out of this and the preceding table have not reported expenses. The roads of most of them are leased and their ex-
penses included in the reports of the lessees.

TABLE M.—EXPRESS COMPANIES AND UNITED STATES MAILS.

NAME OF COMPANY.	Names of Express Companies that Run on the Road.	Compensation received from Express Companies.	Compensation received from United States for transportation of mails per mile per annum.
Addison and Northern Pennsylvania,	United States,	25 cents per 100 pounds going north, 20 cents per 100 pounds going south.	\$440 86 per quarter.
Allegheny Valley,	Adams,	40 per cent. of gross receipts,	23,938 51.
Beckman Valley,	Adams,	33½ per cent. of the earnings,	54 72 per mile.
Bangor and Portland,	Delaware, Lackawanna and Western,	42 75 per mile.
Barclay,	661 48 per annum.
Baltimore and Philadelphia,	878 52 per annum.
Beech Creek, Clearfield and Southwestern,	American,	1,012 74.
Bell's Gap,	Baltimore and Ohio,	77 05 per quarter.
Berlin,	Adams,	Included in report of H. J., H. and G. R. R.,	42 75 per mile per annum.
Berlin Branch,	United States,	Paying about 1½ first-class rates on goods carried.	118 06 per month.
Bradford, Bordell and Kinzua,	United States,	Contract with N. Y., L. E. and W.	82,072 22.
Bradford, Eldred and Cuba,	United States,	Per classification per weight,	92 34 per mile per annum.
Buffalo, Bradford and Pittsburgh,	American,	One third of gross receipts.	37,262 74.
Buffalo, New York and Philadelphia,	Philadelphia and Reading Railroad Company's Express,	40 per cent. of gross receipts from all business,	4,416 56 per annum.
Catsauqua and Fogelsville,	Adams,	40 per cent. of gross receipts from general merchandise and money business, and 70 per cent. for oyster business.	240 24 per annum.
Chartiers,	Adams,	10 to 18 cents per 100 pounds,	8,450 48 per annum.
Cleveland and Pittsburgh,	Adams,	75 per cent. of proceeds,	1,965 51.
Colebrook Valley,	Adams,	D., L. and W., half the gross receipts,	20,000 per annum.
Corning, Cowanesque and Antrim,	American,	
Cornwall,	Philadelphia and Reading,	
Cornwall and Lebanon,	Adams,	
Cumberland Valley,	Adams,	
Delaware and Hudson,	United States and Canada, and Delaware, Lackawanna and Western,	
Delaware, Lackawanna and Western,	Delaware, Lackawanna and Western,	\$2,600 per month,	

TABLE M.—EXPRESS COMPANIES AND UNITED STATES MAILS—Continued.

NAME OF COMPANY.	Names of Express Companies that Run on the Road.	Compensation received from Express Companies.	Compensation received from United States for transportation of mails per mile per annum.
Dunkirk, Allegheny Valley and Pittsburgh.	American,	Stated sum per diem and various rates on excess weight.	5,378 44 per annum.
East Broad Top.	Adams,	1,285 04 per annum.
Elmira and Williamsport.	Adams,	40 per cent. of gross receipts from general merchandise and money business, and 70 per cent. on oyster business.	7,653 56 per annum.
Erle and Pittsburgh.	Adams,	10 and 20 cents per 100 pounds.	2,064 per annum.
Gettysburg and Harrisburg.	Adams,	18 cents per 100 pound,	Compensation fixed by U. S. Government.
Hanover Junction, Hanover and Gettysburg.	Adams,	10 cents per 100 pounds,	3 622 88 per annum.
Harrisburg and Potomac.	Adams,	22 cents per 100 pounds,	2,160 per annum.
Huntingdon and Broad Top Mountain.	American,	80 cents per car per mile.	
Jamestown and Franklin.	United States.	American pays \$168 per day for 24,000 pounds through freight between Buffalo and Cleveland, and from 10 cents to \$1 25 for 100 pounds for way. United States pays \$250 per day for 16,000 pounds through freight between Cleveland and Chicago, and 25 cents to \$1 25 per 100 pounds for way.	
Jefferson.	American and United States.	40 per cent. for gross receipts and general merchandise and money business, and 70 per cent. for oysters.	892 12 per annum.
Junction.	Adams,	Regular rates.	42 75 per mile per annum.
Lake Shore and Michigan Southern.	Philadelphia and Reading, Adams and P. and R.	Rates arranged by P. R. R.,	456 12 per annum.
Lawrence.	Adams,	40 per cent. of transportation,	P. R. R. 901 60 per annum.
Lehigh and Lackawanna.	American.	One sixth of gross receipts,	1,001 64 per annum.
Lehigh Valley.	Adams,		1,182 47 per annum.
Ligonier Valley.	Adams,		
Littletown.	Adams,		
Lykens Valley.	Adams,		
Mont Alto.	Adams,		
Montour.	American.		
Montrose.	Adams,		

Mount Pleasant and Broad Ford, New Castle and Beaver Valley, . . .	Baltimore and Ohio, Adams,	40 per cent. of gross receipts for general merchandise and money business, and 70 per cent. for oyster business.	448 88. 1,512 66 per annum.
New York, Chicago and St. Louis,	American,	Terms between Cleveland and Chicago, 6 cents per ton per mile; between Cleveland and Buffalo, \$200 per month. Between Cleveland and Chicago, \$69 26 on weight per mile per annum.	
New York, Lake Erie and Western Coal.	United States,	Under contract with New York, Lake Erie and Western Railroad Company.	656 per annum.
New York, Pittsburgh and Chicago, North-East Pennsylvania, Northern Central	Adams,	10 cents per 100 pounds,	518 47 for the year.
Penn Gas Coal Company's Youghiogheny.	Adams,	At a fixed percentage of gross receipts,	216 52 per mile.
Pennsylvania,	Adams,		334 80 per annum.
Perkiomen,	This company transacts its own express business.		1,389 72 per annum.
Philadelphia and Erie,	Adams,		79,369 70.
Philadelphia and Reading,	P. and R. R. transacts its own express business.		1,158 52.
Philadelphia and Trenton,	Adams,		
Philadelphia, Newtown and New York	This company operates its own express business.		
Philadelphia, Wilmington and Baltimore.	Adams,		
Pine Creek,	American,	10 to 18 cents per 100 pounds,	4,967 96 per annum.
Pittsburgh and Castle Shannon,	Baltimore and Ohio,	Receipts, \$83,591 21,	257 36 per annum.
Pittsburgh and Connelisville,	American,	\$45 per day,	16,708 04 per annum.
Pittsburgh and Lake Erie,	P. and W. and U. S.,		10,467 48 per annum.
Pittsburgh and Western,	Adams,	40 per cent. of gross receipts from all sources except oyster traffic; 70 per cent. from oyster traffic.	13,731 53 per annum.
Pittsburgh, Cincinnati and St. Louis,		40 per cent. of gross receipts from all sources except oyster traffic; 70 per cent. from oyster traffic.	1,051 34 per mile per annum.
Pittsburgh, Fort Wayne and Chicago,	Adams,	40 per cent. of gross receipts from all sources except oyster traffic; 70 per cent. from oyster traffic.	187,971 43 per annum.
Pittsburgh, McKeesport and Youghiogheny.	American,	\$15 per day,	Not adjusted.
Pittsburgh Southern,	Baltimore and Ohio,		\$92 19 per annum.
Reading and Columbia,	P. and R. R. Company,		3,068 80 per annum.
Rochester and Pittsburgh,	American,		

TABLE M.—EXPRESS COMPANIES AND UNITED STATES MAILS—Continued.

NAME OF COMPANY.	Names of Express Companies that Run on the Road.	Compensation received from Express Companies.	Compensation received from United States for transportation of mails per mile per annum.
Salisbury,	Baltimore and Ohio.	At a fixed percentage of gross receipts,	\$42 75 per mile.
Shamokin Valley and Pottsville,	Adams,	25 cents per 100 pounds,	2,478 84 per annum.
Sharpsville,	United States,	40 per cent. of gross receipts.	1,933 88 for the year.
Shenango and Allegheny,	Adams,	10 and 20 cents per 100 pounds,	777 51.
Slate Ridge and Delta,	Baltimore and Ohio,		938 78 per annum.
Somerset and Cambria,	Adams,		506 20.
South Mountain,	Adams,		440 32.
Southern Pennsylvania,	Company transacts its own express.		66 69 per mile; branches,
State Line and Sullivan,			\$42 75 per mile.
Stony Creek,	United States,	From 10 to 25 cents per 100 pounds,	523 24 per annum.
Tioga,	Adams,	15 cents per 100 on packages of 20 pounds and over; 5 cents per packages under 20 pounds.	447 59 per annum.
Tionesta Valley,	Adams,	10 cents per 100 pounds for through shipment.	1,857 84 per annum.
Warren and Farnsworth Valley,	Adams,	25 cents per 100 pounds and \$20 per month on account of messenger.	8,028 72 per annum for local mail; \$15,758 50 per annum for fast mail service.
Waynesburg and Washington,	Adams,	25 cents per 100 pounds.	3,144 89 for the year.
Western Maryland,	Adams,	Pay per centage of gross receipts,	245 36 per annum.
West Penn and Shenango Connecting,	United States,	Local freight, 24 cents per 100 pounds; foreign,	3,124 16 per annum.
Wheeling, Pittsburg and Baltimore,	Baltimore and Ohio,	12 cents per 100 pounds.	162 75 per month.
Williamsport and North Branch,	Philadelphia and Reading,		
Wilmington and Northern,	Adams,		
York and Peach Bottom,	Adams,		

NOTE.—Companies left out of this table have not reported express or mail contracts.

TABLE N.-ACCIDENTS.

Fig. 1 denotes from causes beyond their own control. Fig. 2 denotes from their own misconduct or carelessness.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allegheny Valley,	1	2	1	2	1	2	11	11
Arnot and Pine Creek,				3		6	1	
Baltimore and Philadelphia,						1		1
Beech Creek, Clearfield and South-Western,				1				1
Bell's Gap,						1		2
Berlin,							1	
Bradford, Bordell and Kinzua,	4		1	5			6	34
Bradford, Eldred and Cuba,			2	2		1		10
Buffalo, Bradford and Pittsburgh,		1	3	9	1	2	2	16
Buffalo, New York and Philadelphia,							20	80
Catsauqua and Fogelsville,					1		1	
Chartiers,					2	4	2	6
Cleveland and Pittsburgh,			3	1			3	5
Colebrook Valley,			1	3	1			1
Corning, Cowanesque and Antrim,			1	17		1	2	21
Cumberland Valley,		1	3				3	2
Delaware and Hudson,			8	8	5	4	8	7
Delaware, Lackawanna and Western,			14	2	21	20	35	77
Dunkirk, Allegheny Valley and Pittsburgh,	1		1	1	1	3	1	13
East Broad Top,			1	1				2
Elmira and Williamsport,			3	8	1	4	1	12
Erie and Pittsburgh,					1	6	1	8
Frankford and Holmesburg,				1				1
Gettysburg and Harrisburg,			3	3	1	3	1	9
Huntingdon and Broad Top Mountain,			8	10	1	1	1	19
Jefferson,			3	6			1	1
Junction,			3	2	1	1	3	19
Lake Shore and Michigan Southern,		1	3	6	3	9	8	3
Lawrence,			2	20	1	25	1	45
Lehigh Valley,			22	2			45	2
Lykens Valley,								

TABLE N.—ACCIDENTS—Continued.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Monongahela Incline Plane,	1			1				2
New Castle,								1
New Castle and Beaver Valley,				2				2
New York, Chicago and St. Louis,				1				1
New York, Lake Erie and Western,	13	133	148	1313	172		123	424
New York, Lake Erie and Western Coal,				4	1		1	5
New York, Pennsylvania and Ohio,	1	1	1	2		5	6	6
New York, Pennsylvania and Ohio,			2	1	1	3	6	5
New York, Susquehanna and Western,	10	10	2	17		7	9	47
Northern Central,	14	19	8	62		104	180	800
Pennsylvania,			1	118		2	6	29
Pennsylvania and New York,		1	1	23		3	4	15
Pennsylvania Coal,				8		2		
Perkiomen,				1		2	2	
Philadelphia and Baltimore Central,								1
Philadelphia and Erie,	1	1		6		17	24	95
Philadelphia and Reading,	2	1	24	6	6	67	105	115
Philadelphia and Trenton,		3	3	7	11	11	16	35
Philadelphia, Germantown and Chestnut Hill,		2		1				5
Philadelphia, Wilmington and Baltimore,	4	1		6		23	38	4
Pine Creek,				2			2	14
Pittsburgh and Castle Shannon,								1
Pittsburgh and Connelleville,			4	18		21	44	13
Pittsburgh and Lake Erie,			2	2	1	5	9	11
Pittsburgh and Western,			1	4			1	12
Pittsburgh, Chartiers and Youghiogheny,				3		1		5
Pittsburgh, Cincinnati and St. Louis,			2	5		12	16	20
Pittsburgh, Fort Wayne and Chicago,	1	13	2	6		38	45	102
Pittsburgh, McKeesport and Youghiogheny,			2	37		2	5	5
Pittsburgh Southern,	1			1				1
Reading and Columbia,								
Reading and Pittsburgh,		1	3	5			1	8
Rochester and Pittsburgh,	1	2	3	2		8	6	10
Shamokin Valley and Pottsville,				7		3	9	9
Shenango and Allegheny,				3			2	9

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Addison and Northern Pennsylvania,					
Allegheny Valley,	\$2,166,500	\$2,166,500	\$2,166,500	\$242,700	\$300,000
Allentown,	1,288,844	1,288,844	1,288,844	2,166,500	2,166,500
Arnot and Pine Creek,				47	47
Bachman Valley,	66,792	66,792	255,000	1,288,844	1,288,844
Bald Eagle Valley,	550,000	850,050	850,050	255,000	255,000
Baltimore and Cumberland Valley,		76,700	76,700	66,792	66,792
Baltimore and Cumberland Valley Extension,		230,000	270,000	850,050	935,000
Baltimore and Philadelphia,				76,700	76,700
Bangor and Portland,				270,000	270,000
Barclay,		47,000	125,000	3,000,000	3,000,000
Bedford and Bridgeport,	1,000,000	1,000,000	1,000,000	121,000	121,000
Beech Creek, Clearfield and South Western,	599,650	599,650	599,650	1,000,000	1,000,000
Bellefonte and Snow Shoe,				599,650	599,650
Bellefonte, Nittany and Lemont,	600,000				4,307,000
Bellevue Indine Plane,					300,000
Beil's Gap,	325,000	350,000	350,000		1,500
Berlin,	50,000	50,000	50,000	550,000	550,000
Berlin Branch,	42,741	43,101	43,104	50,000	50,000
Bethlehem and Belvidere,		10,000	10,000	43,192	43,194
Big Level,				10,000	10,000
Big Level and Kinzua,					5,742
Bradford,			100,000		7,505
Bradford, Bordell and Kinzua,		250,000	250,000	100,000	
Bradford, Bordell and Smethport,		100,000	100,000	250,000	250,000
Bradford, Eldred and Cuba,			480,000	100,000	100,000
Bradford, Richburg and Cuba,		3,100	3,100	480,000	480,000
Brandy Camp,	25,000	25,000	50,000	3,100	81,000
Brookwayville and Punxsutawney,				50,000	50,000
Brownsville and New Haven,		60,000		250,000	
Buffalo, Bradford and Pittsburg,		2,286,400	2,286,400	100,000	250,000
Buffalo, New York and Philadelphia,	2,125,650	2,343,100	7,000,000	20,319,069	2,286,400
Buffalo, Pittsburgh and Western,		10,107,050	10,108,000		20,319,522
Catawissa,	426,900	426,900	426,900		
Catawissa and Fogelsville,	4,859,500	4,859,500	4,859,500	426,900	426,900
Central Pennsylvania,				4,859,500	4,859,500
Chartiers,	647,813	647,800	647,850	647,850	647,850

Cherry Grove,	185,000	00	185,000	00	185,000	00	10,000	00
Chester Creek,	39,550	00	39,550	00	39,550	00	186,000	00
Chester and Delaware River,	871,900	00	871,900	00	871,900	00	89,550	00
Chester Valley,	120,650	00	120,650	00	120,650	00	871,900	00
Chestnut Hill,	11,233,400	00	11,233,400	00	11,233,400	00	120,650	00
Clarion, Mahoning and Pittsburgh,	297,215	00	297,215	15	297,215	15	11,235,950	00
Cleveland and Pittsburgh,	497,100	00	497,100	00	497,100	00	297,215	00
Colebrookdale,	1,278,800	00	1,278,800	00	1,278,800	00	400,000	00
Columbia and Port Deposit,	1,900,000	00	1,900,000	00	1,900,000	00	497,100	00
Connecting,	300,000	00	300,000	00	300,000	00	1,278,800	00
Corning, Cowanesque and Antrim,	1,777,850	00	1,777,850	00	1,777,850	00	2,000,000	00
Cornwall,	26,710	00	26,710	00	26,710	00	300,000	00
Cornwall and Lebanon,	20,000,000	00	20,000,000	00	20,000,000	00	200,000	00
Cornwall and Mt. Hope,	248,400	00	248,400	00	248,400	00	100,000	00
Cumberland Valley,	28,200,000	00	28,200,000	00	28,200,000	00	1,777,850	00
Danville and Riverside,	52,564	06	52,564	17	52,564	17	3,790	00
Danville and Shamokin,	1,800,000	00	1,800,000	00	1,800,000	00	26,710	00
Darby and Hudson,	155,450	00	155,450	00	155,450	00	28,710	00
Delaware and Hudson,	549,248	00	549,248	00	549,248	00	20,000,000	00
Delaware and Western,	392,550	00	392,550	00	392,550	00	250,000	00
Delaware and Western,	1,709,550	00	1,709,550	00	1,709,550	00	28,200,000	00
Delaware, Laokawanna and Western,	42,000	00	42,000	00	42,000	00	16,390	00
Delaware River and Lancaster,	15,000	00	15,000	00	15,000	00	54,093	37
Delaware River and Lancaster,	1,000,000	00	1,000,000	00	1,000,000	00	45,000	00
Dillsburg and Mechanicsburg,	1,101,550	00	1,101,550	00	1,101,550	00	1,300,000	00
Driftwood and Western,	125,395	71	125,395	71	125,395	71	155,450	00
Dunkirk, Allegheny Valley and Pittsburgh,	97,817	50	97,817	50	97,817	50	796,448	00
East Brandywine and Waynesburg,	100,000	00	100,000	00	100,000	00	392,550	00
East Broad Top,	892,175	00	892,175	00	892,175	00	1,709,550	00
East Mahanoy,	50,000	00	50,000	00	50,000	00	42,000	00
East Pennsylvania,	1,000,000	00	1,000,000	00	1,000,000	00	15,000	00
East York,	1,101,550	00	1,101,550	00	1,101,550	00	1,000,000	00
Ebensburg and Cresson,	125,395	71	125,395	71	125,395	71	1,101,550	00
Edgewood,	97,817	50	97,817	50	97,817	50	250,000	00
Elmira and Williamsport,	100,000	00	100,000	00	100,000	00	125,395	71
Eminton, Shippensburg and Clarion,	892,175	00	892,175	00	892,175	00	100,000	00
Erie and Pittsburgh,	50,000	00	50,000	00	50,000	00	1,101,550	00
Erie and Wyoming Valley,	125,395	71	125,395	71	125,395	71	25,000	00
Evergreen,	100,000	00	100,000	00	100,000	00	125,395	71
Fayette County,	892,175	00	892,175	00	892,175	00	60,000	00
Fort Pitt Incline Plane,	50,000	00	50,000	00	50,000	00	100,000	00
Foxburg, St. Petersburg and Clarion,	100,000	00	100,000	00	100,000	00	1,101,550	00
Frankford and Holmesburg,	892,175	00	892,175	00	892,175	00	1,590,000	00
Geneva, Hornellsville and Pine Creek,	50,000	00	50,000	00	50,000	00	25,000	00
Germanstown and Chestnut Hill,	100,000	00	100,000	00	100,000	00	125,395	71

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Germanatown, Norristown and Phoenixville,					\$150,000 00
Gettysburg and Harrisburg,				\$250,000 00	250,000 00
Gold and Driftwood,				17,600 00	
Greenlick Narrow Gauge,	\$31,650 00	\$31,650 00	\$31,650 00	31,650 00	31,650 00
Hanover Junction, Hanover and Gettysburg,	116,850 00	116,850 00	116,850 00	116,850 00	116,850 00
Hanover Junction and Susquehanna,	97,577 21				
Hanover and York,	207,800 00	207,850 00	218,150 00	220,750 00	220,750 00
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,182,550 00		1,182,550 00	1,182,550 00	1,182,550 00
Harrisburg and Potomac,	379,165 20	379,165 20	379,165 20	379,165 20	379,165 20
Harrisburg and Western,					150,180 00
Huntingdon and Broad Top Mountain,	2,127,100 00	3,189,450 00	3,351,550 00	3,352,700 00	3,353,250 00
Huntingdon, Franklin and Fulton,	1,867 00				
Ironton,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Jamestown and Franklin,	601,310 52	601,310 50	601,310 52	601,310 50	601,310 50
Jefferson,	2,096,050 00	2,096,050 00	2,096,050 00	2,096,050 00	2,096,050 00
Jersey Shore, Pine Creek and Buffalo,	500,000 00	500,000 00	500,000 00	500,000 00	(Pine Cree k.)
Junction,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Karns City and Butler,	75,000 00				
Kendall and Eldred,	150,000 00	150,000 00	1,500,000 00	1,500,000 00	2,500 00
Kensington and Tacony,					
Kinzua,					
Lake Shore and Michigan Southern,	50,000,000 00	50,000,000 00	100,000 00	100,000 00	50,000,000 00
Lancaster and Reading Narrow Gauge,	82,720 00	82,720 00	82,720 00	82,720 00	82,720 00
Lawrence,	450,000 00	450,000 00	450,000 00	450,000 00	500,000 00
Lehigh and Lackawanna,	875,100 00	875,100 00	875,100 00	875,000 00	875,100 00
Lehigh Valley,	27,603,101 00	27,603,101 00	27,603,150 00	27,603,150 00	82,834,920 00
Lewisburg and Tyrone,	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00
Ligonier Valley,	61,000 00	61,000 00	66,000 00	100,000 00	
Little Saw-Mill Run,	100,000 00	100,000 00	135,800 00	138,650 00	144,375 00
Littlestown,	34,850 00	34,850 00	34,850 00	34,850 00	34,850 00
Little Schuylkill Navigation,	2,646,100 00	2,646,100 00	2,646,100 00	2,487,850 00	2,487,850 00
Lock Haven and Clearfield,	25,000 00	25,000 00	25,000 00	25,000 00	
Lykens Valley,	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Martin's Creek and Stroudsburg,					20,000 00
McKean and Buffalo,	387,800 00	388,200 00	4,000,000 00	4,000,000 00	200,000 00
Meadville and Linesville,			125,000 00		
Mifflin and Centre County,	167,775 00	167,775 00	167,775 00	167,775 00	167,775 00

Mill Creek and Mine Hill Navigation,	323,375	00	323,375	00	323,375	00	323,375	00	323,375	00
Mine Hill and Schuylkill Haven,	4,022,500	00	4,022,500	00	4,022,500	00	4,022,500	00	4,022,500	00
Monongahela Incline Plane,	75,000	00	75,000	00	100,000	00	100,000	00	100,000	00
Mont Alto,	110,000	00	110,000	00	110,000	00	110,000	00	100,000	00
Montour,									304,900	00
Montrose,	306,835	85	306,835	85	306,948	21	306,948	21		
Moshannon and Clearfield,	10,000	00	10,000	00	10,000	00	10,000	00		
Mount Carbon and Port Carbon,	282,350	00	282,350	00	282,350	00	282,350	00	282,350	00
Mount Oliver Inclined Plane,	31,064	00	31,298	00	31,616	16	31,616	00	31,616	00
Mount Pleasant and Broad Ford,	150,650	00	150,500	00	150,500	00	150,500	00	150,500	00
Mount Pleasant and Latrobe,							6,500	00	6,500	00
Nesqueoning Valley,	1,800,000	00	1,800,000	00	1,800,000	00	1,800,000	00	1,800,000	00
New Brighton and New Castle,	100,000	00	100,000	00	100,000	00	100,000	00	250,000	00
New Castle,	605,000	00	605,000	00	700,000	00	700,000	00	700,000	00
New Castle and Beaver Valley,										
New Castle and Butler,									20,000	00
New Castle and Oil City,	389,414	87	600,000	00						
New Haven and Youghiogbeny,										
Newry,	11,925	00	11,925	00	11,925	00	11,925	00	12,500	00
New York, Chicago and St. Louis,			35,000,000	00	50,000,000	00	50,000,000	00	11,925	00
New York, Lake Erie and Western,	86,588,900	00	86,588,900	00	86,588,900	00	86,240,500	00	50,000,000	00
New York, Lake Erie and Western Coal,					500,000	00	500,000	00	86,240,500	00
New York, Pennsylvania and Ohio,	45,000,000	00	45,000,000	00	45,000,000	00	45,000,000	00	500,000	00
New York, Pittsburgh and Chicago,									45,000,000	00
New York, Susquehanna and Western,									99,775	00
Nitany Valley and Southern,									21,000,000	00
North and West Branch,									10,000	00
North-East Pennsylvania,	81,550	00	81,550	00	1,500,000	00	1,500,000	00	1,500,000	00
Northern Central,	5,842,000	00	5,842,000	00	81,550	00	81,550	00	81,550	00
North Pennsylvania,	4,399,750	00	4,401,000	00	6,500,000	00	6,500,000	00	6,500,000	00
Oil City and Chicago,					4,401,950	00	4,556,500	00	4,556,550	00
Oil City and Ridgway,	86,550	00	300,000	00	2,500,000	00				
Olean, Bradford and Warren,					86,550	00	86,550	00		
Parker and Karns City,	150,000	00	150,000	00			1,500,000	00		
Peach Bottom,	228,060	40	228,042	40						
Pennsylvania,	68,870,200	00	77,672,750	00	85,301,300	00	92,619,750	00	94,777,850	00
Pennsylvania and Martin's Creek,									6,000	00
Pennsylvania and New York,	5,061,700	00	5,061,700	00	5,061,700	00	5,061,700	00	5,061,700	00
Pennsylvania Schuylkill Valley,					100,000	00	2,700,000	00	8,750,000	00
Pennsylvania and Western,							100,000	00	100,000	00
Pennsylvania Coal,	5,000,000	00	5,000,000	00	5,000,000	00	5,000,000	00	5,000,000	00
Pennsylvania Company,	12,000,000	00	20,000,000	00	20,000,000	00	20,000,000	00	20,000,000	00
People's,	100,000	00	100,000	00	100,000	00	100,000	00	100	00

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Perkiomen,	\$38,040	\$38,040	\$38,040	\$38,040	\$38,040
Philadelphia and Baltimore Central,	220,608	220,608	220,608	220,608	220,608
Philadelphia and Chester County,	25,200	750,000	505,950	2,495,650	2,495,650
Philadelphia and Erie,	9,418,700	9,418,700	9,415,000	9,415,000	9,415,000
Philadelphia and Lehigh Valley,	1,250	1,250			40,000
Philadelphia and Merion,	34,278,175	34,278,175	34,383,175	34,784,675	34,768,425
Philadelphia and Reading,	1,259,100	1,259,100	1,259,100	1,259,100	1,259,100
Philadelphia and Trenton,	2,246,900	2,246,900	2,246,900	2,246,900	2,246,900
Philadelphia, Germantown and Chestnut Hill,	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
Philadelphia, Germantown and Norristown,	11,585,750	11,795,050	11,795,050	11,794,850	11,818,350
Philadelphia, Newtown and New York,	95,655	95,655	95,655	95,655	95,655
Philadelphia, Wilmington and Baltimore,					989,000
Pickering Valley,					481,400
Pine Creek,	478,950	480,200	480,200		1,956,091
Pittsburgh and Castle Shannon,	1,944,400	1,944,400	1,956,091	1,956,091	1,956,091
Pittsburgh and Connellsville,	1,923,449	2,089,250	2,050,000	2,050,000	2,050,000
Pittsburgh and Lake Erie,		6,000,000	6,000,000	7,250,000	7,250,000
Pittsburgh and Western,					
Pittsburgh and Buffalo,	7,071,800	544,380	544,380		
Pittsburgh, Buffalo and Rochester,	1,000	1,000	1,000	10,000	8,437,200
Pittsburgh, Cincinnati and St. Louis,	8,437,200	8,437,200	8,437,200	8,437,200	8,437,200
Pittsburgh, Charters and Youghiogheny,					593,600
Pittsburgh East End,					10,800
Pittsburgh, Fort Wayne and Chicago,	28,485,185	27,418,185	28,114,285	28,114,285	28,114,285
Pittsburgh, McKeesport and Youghiogheny,					8,000,000
Pittsburgh Southern,	300,000	300,000	700,000	700,000	700,000
Pittsburgh and Charleston,	1,288,185	1,501,900	1,511,080	1,504,592	
Plymouth,	12,050	12,050	12,050	12,050	12,050
Point Breeze,	7,200	7,200	7,200	7,200	7,200
Pomeroy and Newark,	500,000	500,000	500,000	500,000	500,000
Reading and Columbia,	958,288	958,288	958,288	958,288	958,288
Reading and Lebanon,					16,500
Reading and Pottsville,					86,185
Rew City and Eldred,					111,000
Richburg,		8,100	8,100	8,100	8,100

[illegible]

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Wheeling, Pittsburgh and Baltimore,	\$500,000 00	\$500,000 00	\$500,000 00	\$500,000 00	\$500,000 00
Williamsport and North Branch,				309,900 00	877,600 00
Wilmington and Northern,	1,278,050 00	1,278,050 00	1,278,050 00	1,278,050 00	1,278,050 00
Wind Gap and Delaware,		10,000 00	10,000 00	\$50,000 00	50,000 00
Youghiogheny and Elizabeth,					5,000 00
Youghiogheny Northern,				400,000 00	400,000 00
Total,	\$541,299,669 59	\$609,327,842 11	\$611,612,056 25	\$694,033,553 10	\$726,322,549 79

* Reported \$100,000 by the company, and so printed in the report of this department for 1883, but should have been \$50,000—2,000 shares having been issued with \$25 paid on each share, the par value being \$50.

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Addison and Northern Pennsylvania,	27,511,915	28,478,777	29,392,100	30,170,978	302,497
Allegheny Valley,	19,496	15,307	11,470	8,584	31,213,560
Allentown,	61,543	62,784	61,533	61,533	6,376
Bachman Valley,	400,000	396,000	392,000	388,000	59,288
Bald Eagle Valley,		75,318	75,732	72,800	384,000
Baltimore and Cumberland Valley,		260,000	230,000	230,000	72,800
Baltimore and Philadelphia,				14,865,000	230,000
Bangor and Portland,		85,000	181,632	181,100	14,865,000
Barclay,	91,100	100,500	100,000	100,000	214,000
Beech Creek, Clearfield and South Western,					100,000
Bedford and Bridgeport,	1,245,000	1,266,000	1,332,500	1,392,698	1,887,500
Bellefonte and Snow Shoe,	65,838				1,451,500
Bellefonte, Nittany and Lemont,					
Berlin Gap,	325,000	350,000	350,000	550,000	300,000
Bradford, Bordell and Kinzua,	40,017	41,818	43,174	44,868	544,500
Bradford, Eldred and Cuba,		10,673	400,220	521,307	46,857
Bradford, Richburg and Cuba,			657,976	685,488	555,576
Brandy Camp,		57,400	187,200	187,200	717,858
Buffalo, Pittsburgh and Western,		1,500			
Buffalo, New York and Philadelphia,	4,465,411	7,945,129	8,013,327	23,899,085	26,516,732
Buffalo, Bradford and Pittsburgh,		4,475,699	11,998,950	880,000	580,000
Cataqua and Foglesville,	138,000	188,000	188,000	188,000	188,000
Catawissa,	1,802,350	1,802,350	1,802,350	1,802,350	1,802,350
Chartiers,	500,570	500,000	500,000	500,000	500,000
Cherry Grove,					10,000
Chester Creek,	191,297	191,297	185,000	185,000	185,000
Chester and Delaware River,	195,100	195,100	195,100	195,100	195,100
Chester Valley,	1,756,900	885,000	867,500	867,500	500,000
Clarion, Mahoning and Pittsburgh,		16,129	16,129	31,729	
Cleveland and Pittsburgh,	5,064,343	5,120,343	5,339,343	5,325,343	5,321,343
Colebrookdale,	672,895	712,828	784,509	726,999	782,135
Colebrook Valley,					84,944
Columbia and Port Deposit,	2,334,830	2,403,780	2,476,195	2,604,470	2,692,810

¹ Stated at £1,000,000 sterling in company's report.

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Connecting,	\$1,069,653	\$1,108,160	\$1,212,188	\$1,416,529	\$1,508,888
Cornling, Cowanesque and Antrim,	375,000	300,000	225,000	1,250,000	1,250,000
Cornwall,				12,000	50,866
Cornwall and Mount Hope,					87,178
Cornwall and Lebanon,					269,488
Cumberland Valley,					270,500
Danville and Shamokin,	352,300	352,300	352,000	357,300	
Danville and Riverside,					318
Delaware and Hudson,	159	215	218	268	23
Delaware and Western,	119,887,000	119,887,000	118,763,000	118,763,000	115,378,000
Delaware, Lackawanna and Western,	5,677,900	4,044,900	4,044,900	4,044,900	4,044,900
Delaware River and Lancaster,	21,150	21,335	21,335	21,335	22,001,109
Dillsburg and Mechanicsburg,	136,282	136,282	132,459	125,231	100,000
Dunkirk, Allegheny Valley and Pittsburgh,	3,468,708	3,453,158	3,429,810	3,415,415	3,428,314
East Brandywine and Waynesburg,	534,468	556,991	580,558	626,723	656,387
East Broad Top,	636,815	671,465	671,465	655,112	651,171
East Pennsylvania,	495,900	495,900	495,900	495,900	495,900
Ebensburg and Creason,	80,000	80,000	80,000	80,000	80,000
Edgewood,	19,534	19,532	19,532	19,532	19,532
Elmira and Williamsport,	1,620,000	1,620,000	1,570,000	1,570,000	1,570,000
Emmorton, Shippenville and Clarion,	159,225	156,046			
Erie and Pittsburgh,	3,311,565	3,311,238	3,299,898	3,306,886	3,306,886
Erie and Wyoming Valley,					2,045,000
Evergreen,	150		25,000	5,146	81,100
Fort Pitt Incline Plane,					
Foxburg, St. Petersburg and Clarion,	69,540	68,055			50,000
Frankford and Holmesburg,	50,000	50,000	59,000	50,000	
Geneva, Hornellsville and Pine Creek,	60,000				
Gettysburg and Harrisburg,					
Greenlick and Narrow Gauge,			2,280	250,000	383,522
Hanover Junction, Hanover and Gettysburg,	223,000	218,000	218,000	208,000	218,000
Hanover and Susquehanna,	181,611				
Hanover and York,	185,000	185,000	179,200	174,600	174,600
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	700,000	700,000	700,000	700,000	700,000
Harrisburg and Potomac,	518,200	587,115	712,334	888,547	923,760
Huntingdon and Broad Top Mountain,	2,484,600	2,399,395	2,399,395	2,399,395	2,399,395
Ironton,	210,083	203,283			
Jamestown and Franklin,	1,969,852	1,971,568	1,970,509	885,000	1,983,920
	87	17	05	00	17

[illegible]

¹ Debt of canal and railroad. ² The reports of this company in relation to its funded debt have been contradictory. In 1880, it reported "no debt issued." In 1881, it reported "no funded debt." In 1882, it reported a funded debt of \$2,000,000. In 1883, it again reported "no funded debt." In 1884, a second time reported a funded debt of \$2,000,000.

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COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
North and West Branch,	830,284	834,217	\$1,500,000	\$1,517,580	\$1,568,800
North-East Pennsylvania,	15,463,000	15,378,000	362,700	382,686	387,448
Northern Central,	7,169,224	7,166,656	15,379,000	16,346,000	15,253,000
North Pennsylvania,	89,875	71,427	7,141,819	7,140,492	7,121,437
Oil City and Chicago,	26,000	26,000	1,685,671	58,049	15,000
Oil City and Ridgway,	644,108	563,600	68,049	81	81
Parker and Karns City,	56,713,300	54,844,820	54,051,010	56,770,150	59,431,680
Peach Bottom,	3,154,865	3,728,495	3,738,451	4,324,906	3,740,838
Pennsylvania and Martin's Creek,	651,697	266,584	200,000	2,700,000	8,912,103
Pennsylvania and New York Canal and Railroad,	11,486,927	16,628,718	427,568	248,265	200,000
Pennsylvania Schuylkill Valley,	1,100,000	33,191	16,740,475	18,466,469	263,137
Pennsylvania and Western,	33,191	33,191	33,257	937,000	19,771,282
Pennsylvania Coal,	2,711,669	2,713,976	3,715,719	33,257	1,615,994
Pennsylvania, Slatington and New England,	1,500,000	1,500,000	2,100,000	2,714,804	83,257
People's,	52,843	74,467	205,458	2,162,512	2,727,953
Perkiomen,	19,190,034	19,369,764	17,919,000	255,054	2,162,512
Philadelphia and Baltimore Central,	497	6,527	89,678,444	19,488,892	19,354,680
Philadelphia and Chester County,	85,212,688	84,792,544	89,678,444	102,721,287	106,794,418
Philadelphia and Erie,	21,742	700,000	700,000	700,000	1,000,000
Philadelphia and Merion,	4,000,500	4,076,416	3,726,416	8,726,416	700,000
Philadelphia and Reading,	645,691	674,337	695,769	708,302	8,687,666
Philadelphia and Trenton,	132,802	115,993	102,608	93,285	7,717,852
Philadelphia and Germantown and Chestnut Hill,	14,734,055	14,569,804	14,049,484	14,376,685	8,781,857
Philadelphia, Newtown and New York,	2,723,554	2,901,906	3,089,164	8,124,397	79,869
Philadelphia, Wilmington and Baltimore,	14,665,454	15,272,465	15,502,626	16,982,557	15,020,975
Pickering Valley,	4,188,034	625,517	818,778	188,000	8,072,607
Pine Creek,	30,189	94,000	188,000	188,000	7,192,028
Pittsburgh and Castle Shannon,	19	19	19	55	446,860
Pittsburgh and Connellsville,	37	46	39	00	16,020,819
Pittsburgh and Lake Erie,	87	31	39	00	43
Pittsburgh and Western,	87	31	39	00	95
Pittsburgh, Chartiers and Youngbiogheny,	19	19	19	55	95
Pittsburgh, Cincinnati and St. Louis,	31	46	39	00	95
Pittsburgh, Bradford and Buffalo,	31	46	39	00	95
Pittsburgh, Buffalo and Rochester,	31	46	39	00	95

Pittsburgh East End,	18,510,000	00	18,510,000	00	18,510,000	00	18,510,000	00	18,510,000	00	3,889	59
Pittsburgh, Fort Wayne and Chicago,											12,510,000	00
Pittsburgh Junction,											1,512,128	70
Pittsburgh, McKeesport and Youghiogheny,											2,690,000	00
Pittsburgh, McKeesport and Youghiogheny,											950,000	00
Pittsburgh Southern,	806,788	92	821,118	07	320,471	76	2,785,518	59	3,020,600	32	274,495	19
Pittsburgh, Virginia and Charleston,	2,027,678	92	2,855,583	23	2,785,518	59	274,405	19	274,405	19	47,475	58
Plymouth,	274,405	19	274,405	19	55,701	70	55,701	70	75,712	30	27,475	58
Pomeroy and Newark,												
Pomeroy and State Line,			18,371	58	2,004,166	67	2,004,166	67	2,014,166	67	2,268,145	98
Reading and Columbia,	2,004,166	67	2,004,166	67	349	50	349	50	1,728	65	1,728	65
Rew City and Eldred,									467,036	78	448,459	26
Ridgway and Clearfield,			188,205	76	289,093	06	289,093	06	286,047	10	286,047	10
River Front,			150,000	00	3,482,000	00	3,482,000	00	8,537,144	98	11,985,748	97
Rochester and Pittsburgh,					150,000	00	150,000	00	150,000	00	150,000	00
Salisbury,	162,747	59									90,649	71
Schuylkill River, East Side,											2,175	41
Schuylkill River, West Side,												
Selinsgrove and North Branch,	137,000	00							137,000	00	1,618,754	00
Shamokin, Sunbury and Lewisburg,									486,938	15	2,000,000	00
Shamokin Valley and Pottsville,	2,006,250	00	2,006,250	00	2,006,250	00	2,006,250	00	2,000,000	00	2,000,000	00
Sharon,	156,000	00	156,000	00	156,000	00	156,000	00	156,000	00	156,000	00
Sharnsville,	6,685	95			65,500	00	65,500	00	65,000	00	67,742	99
Sheffield and Spring Creek,											21,566	88
Shenango and Allegheny,											1,481,309	40
Slate Ridge and Delta,			1,431,576	48	1,550,543	32	1,550,543	32				
Somerset and Cambria,					603,419	70	603,419	70	4,500	00	475,000	00
Southern Pennsylvania,	75,000	00	578,766	16	998,000	00	998,000	00	729,278	72	475,000	00
Southern Pennsylvania,	880,640	00	982,250	00	998,000	00	998,000	00	1,011,458	34	1,055,208	34
South Mountain,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
South Pennsylvania,					100,000	00	100,000	00	212,885	24		
South-West Pennsylvania,	962,000	00	962,000	00	962,000	00	962,000	00	962,000	00	962,000	00
State Line and Sullivan,	238,184	09	238,184	33	232,800	00	232,800	00	220,685	75	220,685	75
State Line and Sullivan,	587,953	24	638,495	45	649,635	66	649,635	66	712,619	57	715,532	18
Stony Creek,			500,000	00	500,000	00	500,000	00	500,000	00	500,000	00
Sunbury and Lewistown,			2,601,604	61	2,601,604	61	2,601,604	61	2,600,085	00	2,535,000	00
Sunbury, Hazleton and Wilkes-Barre,			2,546,604	61	50,275	78	50,275	78	240,000	00	280,666	46
Susquehanna and Clearfield,					5,000	00	5,000	00	8,000	00	12,000	00
Susquehanna and Delaware River,			48,000	00	629,500	00	629,500	00	629,500	00	629,500	00
Tioga,	629,500	00	629,500	00							66,631	31
Tionesta Valley,											102,897	51
Treackow,	101,948	71	101,948	71	102,623	93	102,623	93	102,623	93	102,897	51
Tyrone and Clearfield,			39,019	48	68,668	97	68,668	97	1,000,000	00	1,000,000	00
Warren and Farnsworth Valley,					50,561	16	50,561	16	82,378	98	82,520	00
Waynesburg and Washington,	110,535	88	116,199	86	106,125	00	106,125	00	1,029,000	00	98,900	00
West Chester,	75,000	00	175,000	00								

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1890.	1891.	1892.	1893.	1894.
West Chester and Philadelphia,	\$1,311,981	\$1,377,512	\$4,589,313	\$4,374,588	\$4,511,608
Western Maryland,	4,205,250	4,412,680	3,990,000	4,300,000	4,300,000
Western Pennsylvania,	3,123,000	3,210,000			480,637
West Penn and Shenango Connecting,				283,007	
Wheeling, Pittsburgh and Baltimore,			5,000	13,000	91,500
Williamsport and North Branch,		113,200	150,000	207,000	238,700
Wilmington and Northern,	58,600	6,041		9,280	10,395
Wind-Gap and Delaware,				250,973	274,644
York and Peach Bottom,					
Total,	\$609,211,029	\$608,970,035	\$669,238,332	\$723,512,640	\$776,488,674
	87	60	09	98	42

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Addison and Northern Pennsylvania,					
Allegheny Valley,	\$24,007,250	\$24,009,218	\$24,049,513	\$482,665	\$482,665
Allentown,	1,064,588	1,064,691	1,084,652	24,049,540	24,049,540
Arnot and Pine Creek,			255,000	1,084,652	1,084,652
Bachman Valley,	112,445	112,494	112,494	255,000	255,000
Bald Eagle Valley,	1,050,000	1,130,050	1,398,228	112,494	112,494
Baltimore and Cumberland Valley,		152,018	152,432	1,428,667	1,428,667
Baltimore and Cumberland Valley Extension,		508,845	500,000	152,432	152,432
Bangor and Portland,		132,000	288,082	320,139	320,139
Barclay,	623,600	623,600	623,600	623,600	623,600
Bedford and Bridgeport,	1,421,486	1,423,590	1,423,606	1,423,606	1,423,606
Beech Creek, Clearfield and South-Western,					
Belleville and Snow-Shoe,	458,181	402,313	423,477	1,040,220	1,034,292
Bell's Gap,	366,888	75,685	75,686		76,726
Berlin Branch,	75,219				6,296
Big Level,					6,295
Big Level and Kinzua,					
Bradford,				168,305	168,305
Bradford, Bordell and Kinzua,		274,964	278,845	580,806	581,933
Bradford, Bordell and Smethport,		100,000	100,000	100,000	100,000
Bradford, Eldred and Cuba,			1,184,022	1,188,437	1,189,868
Bradford, Richburg and Cuba,		57,400	187,200	187,200	
Brandy Camp,				55,000	
Buffalo, Bradford and Pittsburgh,		2,866,400	2,866,400	2,866,400	2,866,400
Buffalo, New York and Philadelphia,	6,915,756				44,199,854
Buffalo, Pittsburgh and Western,					
Catsaqua and Fogelsville,		15,467,980	16,475,019	62	658,335
Catawissa,	658,335	658,335	658,335	59	658,335
Chartiers,	6,206,668	6,206,668	6,206,668	08	6,206,668
Chester and Delaware River,	1,122,886	1,122,886	1,122,886	10	1,122,886
Chester Creek,	220,915	220,915	220,915	21	220,915
Chester Valley,	376,297	376,297	467,100	00	457,100
Chestnut Hill,	1,756,900	1,756,900			
Clarion, Mahoning and Pittsburgh,	120,650	120,650	120,650	00	
			16,129	69	69,649

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Cleveland and Pittsburgh,	\$16,225,818	\$16,306,666	\$16,878,871	\$16,878,871	\$17,056,547
Colebrookdale,	668,210	668,787	671,487	671,487	672,029
Colebrook Valley,					484,914
Columbia and Port Deposit,	1,733,411	1,733,898	2,024,327	2,024,327	2,024,327
Connecting,	2,347,953	2,381,460	2,491,488	2,491,488	2,781,988
Corning, Cowanesque and Antrim,	2,400,000	2,400,000	2,600,000	4,767,406	3,250,000
Cornwall,	453,874	457,157	457,946	708,510	561,688
Cornwall and Lebanon,					459,484
Cornwall and Mount Hope,					188,391
Cumberland Valley,	1,887,465	1,887,465	1,902,406	1,917,968	1,971,628
Danville and Riverside,	3,949	4,008	4,008	4,058	4,108
Danville and Shamokin,	26,710	26,848	26,710	26,710	26,710
Delaware and Hudson,	4,904,823	4,977,369	5,012,638	5,193,453	5,189,660
Delaware and Western,	816,821	816,821	816,821	Merged	
Delaware, Lackawanna and Western,	23,975,832	24,510,564	25,346,719	25,789,872	26,753,197
Delaware River and Lancaster,		18,535	22,808	18,505	23,073
Dillsburg and Mechanicsburg,	166,171	166,171	183,021	141,021	4,820,649
Dunkirk, Allegheny Valley and Pittsburgh,	4,816,089	5,019,844	4,818,814	4,819,157	535,105
East Brandywine and Waynesburg,	637,464	637,464	535,105	535,105	535,105
East Broad Top,	1,067,267	1,077,922	1,094,792	1,094,792	1,094,586
East Mahanoy,	392,550	392,550	392,550	392,550	392,550
East Pennsylvania,	1,884,683	1,884,683	1,884,683	1,884,683	1,881,653
Ebensburg and Cresson,	123,000	122,000	122,000		122,000
Edgewood,	48,172	30,172	44,172	30,172	30,172
Elmira and Williamsport,	2,620,000	2,620,000	2,570,000	2,570,000	2,570,000
Emlenon, Shippensburg and Clarion,	387,394	387,394			
Erie and Pittsburgh,	5,076,662	5,076,662	5,076,662	5,076,662	5,076,662
Erie and Wyoming Valley,					
Evergreen,	31,124		35,724	35,724	50,000
Fayette County,	130,000	130,000			26,582
Fort Pitt Incline Plane,					130,000
Foxburg, St. Petersburg and Clarion,	164,759	164,760			93,601
Greenlick and Narrow Gauge,	32,876	33,877			
Hanover and York,	392,200		35,484	35,484	37,002
Hanover Junction, Hanover and Gettysburg,	488,511	514,897	533,156	546,566	564,588
Harrisburg and Potomac,	843,253	836,131	939,674	1,100,616	1,108,746
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,882,550	1,882,550	1,882,550	1,882,550	1,882,550

	01	23	13	41	45
Huntingdon and Broad Top Mountain,	4,898,166	4,413,163	5,541,032	5,578,032	5,592,401
Huntington, Franklin and Fulton,	2,000	268,000	268,000	268,000	268,000
Ironton,	268,000	2,533,551	5,067,110	2,533,473	2,533,473
Jamestown and Franklin,	2,530,980	4,898,050	4,898,050	4,898,050	4,898,050
Jefferson,	4,898,050	842,106	2,973,887	4,093,627	(PineCreek.)
Jersey Shore, Pine Creek and Buffalo,	839,835	1,062,000	1,062,000	1,062,000	1,062,000
Junction,	1,062,830	222,331	1,062,000	1,062,000	
Karns City and Butler,	221,994	180,635	180,635	180,635	
Kendall and Eldred,	178,114				414
Kensington and Teony,					
Kinzua,	79,978,000	80,265,000	83,699,000	84,000,000	81,000,000
Lake Shore and Michigan Southern,		807,495	808,495	820,368	830,183
Lawrence,		976,147	976,147	976,147	976,211
Lehigh and Lackawanna,	976,147	14,002,005	14,001,634	14,305,693	14,849,413
Lehigh and Susquehanna,	13,983,653	33,424,541	34,224,572	34,778,276	36,836,554
Lehigh Valley,	32,577,479	1,421,352	1,445,477	1,447,614	1,538,275
Lewisburg and Tyrone,	1,317,902	71,006	79,125	129,921	203,918
Ligonier Valley,	68,260	181,872	206,620	234,832	342,781
Little Saw-Mill Run,	139,632	115,616	115,616	115,616	115,616
Littlestown,	115,616	1,416,187	1,416,187	1,416,187	1,416,187
Little Schuylkill Navigation,	1,416,187	595,767	595,767	595,767	595,767
Lock Haven and Clearfield,		7,751	7,768	7,785	
Lytens Valley,	595,767	839,178	839,178	839,178	839,178
McKean and Buffalo,	839,223	269,551	269,551	269,551	269,551
Meadville and Linesville,		323,045	323,045	323,045	323,045
Mifflin and Centre County,	269,551				
Mill Creek and Mine Hill Navigation,		94,170	105,159	216,913	319,837
Mine Hill and Schuylkill Haven,	81,827	327,449	333,139	346,941	365,789
Monongahela Incline Plane,	320,054	19,620	31,093	91,612	242,595
Mont Alto,	3,487	379,218	382,449	378,449	366,911
Moshaunon and Clearfield,	370,039				370,039
Montrose,					374,049
Montour,					298,800
Mount Carbon and Port Carbon,	282,815	282,815	282,815	282,815	282,815
Mount Oliver Incline,	82,215	82,215	87,715	87,715	87,715
Mount Pleasant and Broad Ford,	201,669	201,616	201,669	201,669	201,669
Nequehoning Valley,	1,400,915	1,400,915	1,401,045	1,401,045	1,402,247
New Brighton and New Castle,					570,399
New Castle and Beaver Valley,	852,632	857,632	865,413	868,001	873,164
New Castle and Oil City,	56,202	1,300,719			
Newry,	23,573	23,573	25,836	25,408	25,408

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
New York, Chicago and St. Louis,	12	\$86,806,198	45	\$70,844,931
New York, Lake Erie and Western,	71	8,818,860	71	..
New York, Lake Erie and Western Coal,	84	1,524,280	84	1,961,947
New York, Pennsylvania and Ohio,	78	181,775,729	64	140,337,200
New York, Pittsburgh and Chicago,	712,573
New York, Ridgway and Pittsburgh,	00	27,000	..	45,174
New York, Susquehanna and Western,	28,800,608
North and West Branch,	3,075,840
North-East Pennsylvania,	28	26	292,056	09	3,075,840
Northern Central,	17,351,957	23	17,520,820	37	306,041
North Pennsylvania,	10,158,409	45	10,161,461	98	18,060,864
Oil City,	21	4,077,573	93	11,424,760
Oil City and Ridgway,	30,000	43	71,427	81	71,427
Olean, Bradford and Warren,	140,335	40	141,452	40	..
Parker and Karns City,	307,448	35	309,119
Peach Bottom,	73,040	00	74,240
Penn Gas Coal Company's Youghiogheny,	52,450,185	48	56,372,241
Pennsylvania,	376,387
Pennsylvania and Martin's Creek,	48	62,615,204
Pennsylvania and New York,	69	6,510
Pennsylvania Schuylkill Valley,	72	7,827,906
Pennsylvania Coal,	2,000,000	00	2,000,000	35	7,560,181
Pennsylvania, Slatington and New England,	00	2,000,000
People's,	119,982	41	119,982	63	2,833,100
Perkiomen,	2,057,783	23	2,041,008	61	118,406
Philadelphia and Baltimore Central,	2,106,826	95	2,106,826	98	2,082,818
Philadelphia and Chester County,	173,862	96	576,056	51	4,206,262
Philadelphia and Erie,	26,179,698	35	26,186,163	84	761,192
Philadelphia and Merion,	01	7,771	35	26,186,163
Philadelphia and Reading,	47,556,875	41	47,556,875	56	26,186,363
Philadelphia and Trenton,	1,803,235	50	2,075,197	56	50,689,829
Philadelphia, Germantown and Chestnut Hill,	65	2,510,412
Philadelphia, Germantown and Norristown,	1,507,066	84	1,139,078	..	2,000,000
Philadelphia, Newtown and New York,	00	1,900,000
Philadelphia, Wilmington and Baltimore,	13,008,650	21	13,852,651	22	14,148,962
Pickering Valley,	476,342	63	477,205	47	490,726
Pine Creek,	4,616,016

Pittsburgh and Castle Shannon,	141,900	00	196,635	00	204,927	50	216,427	50	216,427	50
Pittsburgh and Connellsville,	12,489,369	47	12,489,369	47	12,945,743	92	13,454,114	98	14,212,638	64
Pittsburgh and Lake Erie,	4,985,784	97	5,287,498	42	5,588,869	88	5,884,242	25	5,884,242	52
Pittsburgh and Western,	6,000,000	00	6,000,000	00	10,023,643	01	14,106,520	25	14,897,826	88
Pittsburgh, Bradford and Buffalo,	1,274,760	00	1,274,760	00	1,680,364	18	180,424	29	180,424	29
Pittsburgh, Buffalo and Rochester,	99,546	25	99,546	25	180,424	29	180,424	29	180,424	29
Pittsburgh, Chartiers and Youghiogheny,	19,942,902	81	19,979,032	46	19,995,963	84	20,785,953	86	20,785,953	86
Pittsburgh, Cincinnati and St. Louis,	39,061,406	86	39,368,406	86	40,688,506	86	40,688,421	15	39,688,421	15
Pittsburgh, East End,										
Pittsburgh, Fort Wayne and Chicago,										
Pittsburgh Junction,										
Pittsburgh, McKeesport and Youghiogheny,										
Pittsburgh Southern,	588,702	42	580,022	03	1,017,409	24	1,721,217	57	1,721,217	57
Pittsburgh, Virginia and Charleston,	1,895,170	20	2,290,890	07	4,246,588	66	4,415,598	57	4,415,598	57
Plymouth,	286,545	19	286,545	19	286,545	19				
Point Breeze,	5,938	29	5,938	29	5,938	29				
Pomeroy and Newark,	500,000	00	500,000	00	500,354	50	502,056	25	502,056	25
Pomeroy and State Line,										
Pottsville and Mahanoy,	2,856,496	05	2,857,295	92	2,867,161	44	2,371,926	46	2,429,528	12
Reading and Columbia,										
Reading and Pottsville,										
Rew City and Eldred,										
Ridgway and Clearfield,										
River Front,										
Rochester and Pittsburgh,										
Salisbury,	231,469	54	361,533	17	505,093	06	512,047	10	512,047	10
Schuylkill Valley Navigation,	576,840	96	576,840	96	7,596,585	27	23,029,867	10	24,420,469	81
Selinsgrove and North Branch,	216,300	00	237,108	55	237,108	55	243,086	13	243,086	13
Shamokin, Sunbury and Lewisburg,										
Shamokin Valley and Pottsville,										
Sharon,	5,751,400	00	4,083,750	00	1,206,050	00	2,489,108	48	2,616,559	48
Sharpsville,	387,077	31	498,339	26	524,468	68	2,875,700	00	2,875,700	00
Shenando and Spring Creek,	321,281	21			395,340	92	525,082	54	525,082	54
Shenando and Allegheny,							420,776	58	420,776	58
Sinnemaunung and Sheffield,										
Slate Ridge and Delta,	684	00	1,262,911	17	1,399,829	06			1,943,102	74
Somerset and Cambria,									15,000	00
Southern Pennsylvania,	974,065	86	1,093,166	16	2,700	00	2,700	00		
South Mountain,	388,476	63	974,065	86	1,111,120	94	1,302,408	94		
South-West Pennsylvania,	1,666,038	07	388,480	63	974,065	86	974,065	86	625,000	00
State Line and Sullivan,*			1,768,061	33	1,894,269	49	1,753,416	53	388,480	63
									1,532,591	17

* Purchased at foreclosure sale. Cost unknown to present officers.

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Stony Creek,	\$507,646	\$501,956	\$508,890	\$548,707	\$544,204
Sunbury and Lewistown,	88	83	80	54	88
Sunbury, Hazleton and Wilkes-Barre,	00	00	00	00	96
Susquehanna and Clearfield,	3,850,000	3,800,000	3,800,000	3,800,000	3,535,109
Susquehanna and Delaware River,	00	8,041	67,627	409,886	560,467
Tioga,	00	40,000	42,000	79,450	89,000
Tionesta Valley,	2,064,830	2,092,220	2,092,656	2,089,906	2,022,602
Trackow,	98	18	88	90	51
Tyrone and Clearfield,	71	71	98	93	00
Waynesburg and Washington,	231,948	231,948	232,623	232,623	232,897
West Chester,	1,000,000	1,000,000	1,000,000	1,199,829	1,595,828
West Chester and Philadelphia,	00	00	00	61	58
West Chester and Phoenixville,	164,672	179,106	134,403	168,349	168,349
Western Maryland,	230,978	230,997	186,627	191,925	186,806
West Penn and Shenango Connecting,	2,181,146	2,220,978	00	00	00
Western Pennsylvania,	10,963	11,628	00	00	00
Wheeling, Pittsburgh and Baltimore,	4,538,714	4,720,181	12,318	13,056	13,889
Wilcox and Howard Hill Improvement Company,	88	09	04	78	10
Williamsport and North Branch,	462,820	462,820	4,933,350	4,803,049	4,884,165
Wind Gap and Delaware,	72,428	00	00	67	71
York and Peach Bottom,	1,887,800	1,475,686	307,800	5,408,885	5,330,091
Youghiogheny and Elizabeth,	70	27	00	74	07
Youghiogheny Northern,	00	00	00	00	00
Total,	\$575,608,569	\$743,948,601	\$852,065,823	\$900,029,189	\$875,313,784
	28	14	44	44	35

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Allegheny Valley,	928,441	982,556	1,080,211	1,076,949	1,019,190
Baltimore and Cumberland Valley,		22,510	47,415	62,205	62,205
Baltimore and Cumberland Valley Extension,			56,223	72,957	184,603
Baltimore and Philadelphia,				44,780	59,686
Bangor and Portland,		4,500	19,240		
Barday,		16,547	15,463	15,183	18,080
Bellefonte and Snow Shoe,	17,954				
Bell's Gap,	22,254	26,841	41,752	40,667	45,789
Berlin,		4,045	5,794		
Berlin Branch,		4,319	4,544	4,019	4,877
Bradford, Bordell and Kinzua,		109,324	90,603		
Bradford, Eldred and Cuba,			94,067		
Buffalo, New York and Philadelphia,	236,989	322,197	1,043,613	1,162,363	1,173,439
Buffalo, Pittsburgh and Western,		371,254	450,201		
Cataesqua and Fogelsville,		10,461	13,278	18,547	14,082
Chartiers,	10,374	163,116	190,563	206,539	237,848
Cleveland and Pittsburgh,	150,160	906,308	1,066,759	1,169,130	1,125,379
Colebrook Valley,	809,505				68,174
Corning, Cowanesque and Antrim,		76,679	101,852		175,621
Cornwall,	66,903			61,212	66,363
Cornwall and Lebanon,					60,923
Cumberland Valley,	391,083	452,932	501,943	548,712	689,218
Delaware and Hudson,	161,915	198,147	239,107	272,339	302,627
Delaware and Western,	36,885	42,779	48,267		
Delaware, Lackawanna and Western,	628,121	742,124	846,953	939,404	1,136,666
Dunkirk, Allegheny Valley and Pittsburgh,	124,753	132,166	157,438	132,274	183,610
East Broad Top,	81,177	33,850	40,151	36,973	38,673
Elmira and Williamsport,	159,875	182,027	212,550	222,984	221,635
Emlen, Shippensburg and Clarion,	42,415	5,414			
Erie and Pittsburgh,	166,352	164,247	195,987	221,262	202,538
Evergreen,	33,977	44,957	46,450		
Fort Pitt Incline Plane,					435,219
Foxburg, St. Petersburg and Clarion,	30,512	6,164			
Frankford and Holmesburg,					108,995
Gettysburg and Harrisburg,					118,802
Greenock Narrow Gauge,	1,256	976	662		
Hanover Junction, Hanover and Gettysburg,	47,964	48,240	57,733	55,506	57,176

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Harrisburg and Potomac,	11,473	9,545	12,821	17,311	22,603
Huntingdon and Broad Top Mountain, Junction,	73,338	77,541	87,293	95,723	92,416
Karns City and Butler,	31,142	341,511	2,646,589		
Kendall and Eldred,	357,946				
Lake Shore and Michigan Southern,	3,250,028	3,669,412	3,996,320	3,879,490	3,645,350
Lawrence,		40,756	52,183	68,831	58,474
Lehigh and Lackawanna,	28,091	33,900	45,490		66,970
Lehigh and Susquehanna,	524,011	600,746	609,251		
Lehigh Valley,	1,277,428	1,465,387	1,786,854		2,259,066
Ligonier Valley,	84,461		34,692	40,964	38,908
Little Saw-Mill Run,			7,022	14,485	16,423
Lykens Valley,	161,045	25,178	26,296	27,538	32,777
McKean and Buffalo,	40,000	36,039			
Meadville and Linesville,		5,332	49,252	61,943	26,775
Monongahela Incline Plane,	539,201	659,057	731,973	793,845	831,333
Mont Alto,	47,818	70,028	72,223	66,557	66,492
Montrose,	11,482	13,458	14,922	14,974	14,450
Mount Oliver Incline,	330,619	383,260	522,475	684,416	748,854
Muncy Creek,		13,315			
New Brighton and New Castle,					25,672
New Castle and Beaver Valley,	121,260	129,190	149,183	159,661	136,948
New Castle and Oil City,		48,844			
New York, Chicago and St. Louis,					475,274
New York, Lake Erie and Western, Coal,		6,144,158	6,784,195	6,984,724	5,385,669
New York, Lake Erie and Western, Coal,				23,323	19,172
New York, Pennsylvania and Ohio,	1,252,058	1,417,526	1,606,463	805,839	
New York, Ridgway and Pittsburgh,			47,870	423,007	
Newry,	45,320				
North-East Pennsylvania,	78,280	76,471	82,498	98,489	106,988
Northern Central,	1,868,238	1,794,368	1,833,473	2,103,708	2,388,741
Oil City and Chicago,			62,745		
Olean, Bradford and Warren,					
Parker and Karns City,	158,335	156,277			
Peach Bottom,	43,232				
Pennsylvania,	54,254	45,654			
Pennsylvania,	7,757,910	9,077,714	10,872,894	10,697,474	11,428,778
Pennsylvania and New York,	182,421	212,018	240,336	239,655	

Pennsylvania Coal,	16,794	16,625	20,507	25,157	24,469
Perkolmen,	121,523	128,252	142,755	146,099	159,726
Philadelphia and Baltimore Central,	240,684	228,373			
Philadelphia and Erie,	598,570	775,549	1,047,954	1,045,054	1,070,305
Philadelphia and Reading,	9,322,422	10,561,853	12,027,470	18,195,264	24,011,768
Philadelphia and Trenton,	1,858,974	2,300,856	2,944,881	8,187,783	8,988,556
Philadelphia, Germantown and Chestnut Hill,					554,889
Philadelphia, Newtown and New York,	121,527	187,456	280,128	252,242	310,136
Philadelphia, Wilmington and Baltimore,	2,801,864	3,001,928	4,544,053	4,612,243	5,270,500
Pine Creek,					94,517
Pittsburgh and Castle Shannon,	199,041	312,524	224,468	251,712	294,672
Pittsburgh and Connellsville,	1,106,150	1,821,192	1,529,558		
Pittsburgh and Lake Erie,	354,487	440,414	509,578	554,534	518,943
Pittsburgh and Western,			223,430		
Pittsburgh, Bradford and Buffalo,	356,480	37,386	59,774		
Pittsburgh, Chartiers and Youghiogheny,					36,250
Pittsburgh, Cincinnati and St. Louis,	898,342	1,008,591	1,152,140	1,224,775	1,309,108
Pittsburgh, Fort Wayne and Chicago,	2,597,484	2,887,544	3,093,204	3,126,544	3,278,188
Pittsburgh, McKeesport and Youghiogheny,					191,018
Pittsburgh Southern,	79,814				
Reading and Columbia	283,044	244,749	279,709	310,363	346,600
Rochester and Pittsburgh,			185,160		
Salisbury,		11,433			
Shamokin Valley and Pottsville,	10,945	120,948	131,127	137,976	139,755
Shenango and Allegheny,	94,091	37,249	57,821		92,401
Slate Ridge and Delta,					5,502
Somerset and Cambria,					
South Mountain,	15,000	44,392	109,264		
Stony Creek,	61,638	57,678	59,534	49,730	104,226
Tioga,	42,332	57,143	71,011	86,499	105,987
Tonesta Valley,	93,527	120,949	152,985	160,891	146,731
Warren and Farnsworth Valley,					11,711
Waynesburg and Washington,			25,412	19,171	12,006
West Chester and Philadelphia,	27,414	33,089	31,923	33,142	33,348
Western Maryland,	782,692	996,043			
West Penn and Shenango Connecting,	430,366	476,580	545,621	619,945	671,950
Wheeling, Pittsburgh and Baltimore,					33,880
Williamsport and North Branch,	50,799	58,416	56,746		
Wilmington and Northern,			5,615		
York and Peach Bottom,	124,697	154,730	191,058	240,580	267,650
				61,855	58,119
Total,	45,026,726	57,270,037	68,255,033	67,976,255	78,632,674

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1890.	1891.	1892.	1893.	1894.
Addison and Northern Pennsylvania,					59,482
Allegheny Valley,	2,622,842	3,061,795	3,543,809	3,583,014	3,580,007
Bachman Valley,				58,312	46,219
Baltimore and Cumberland Valley,		19,194	22,867	28,801	
Baltimore and Cumberland Valley Extension,			8,784	17,679	48,890
Baltimore and Philadelphia,	121,584	67,335	88,988	58,687	87,463
Bangor and Portland,		40,879	52,983	56,900	61,816
Barclay,		587,155	484,089	389,481	398,668
Beech Creek, Clearfield and South-Western,					240,786
Bellefonte and Snow Shoe,	86,473				
Bell's Gap,	99,563	107,538	196,151	163,014	215,091
Berlin,			64,081	31,261	16,808
Berlin Branch,		8,375	7,740	8,483	8,182
Bradford, Bordell and Kinzua,	7,005	38,005	26,011	26,523	16,170
Bradford, Eldred and Cuba,			58,882	37,882	35,449
Buffalo, Pittsburgh and Western,		747,824	953,494		
Buffalo, New York and Philadelphia,	1,378,625	1,266,739	1,549,088	2,627,959	2,376,534
Catsaqua and Fogleville,	433,958	439,729	426,297	370,184	284,966
Chartiers,	214,173	269,361	293,829	426,473	543,770
Cleveland and Pittsburgh,	1,969,280	2,481,592	2,538,759	2,685,684	2,413,453
Colebrook Valley,					195,954
Corning, Cowanesque and Antrim,	666,936	827,508	849,379	1,218,217	1,797,496
Cornwall,	434,918	519,888	647,200	730,832	783,393
Cornwall and Lebanon,					271,948
Cumberland Valley,	447,126	550,811	618,425	711,814	645,168
Delaware and Hudson,	2,847,752	3,572,952	3,569,281	3,842,393	3,804,628
Delaware, Lackawanna and Western,	5,269,359	6,520,037	6,901,912	7,036,692	7,366,096
Dillsburg and Mechanicsburg,				97,771	71,745
Dunkirk, Allegheny Valley and Pittsburgh,	195,588	245,068	282,915	280,844	243,552
East Broad Top,	198,662	209,818	255,196	162,827	151,808
Edgewood,	92,000	85,650	74,721	85,952	
Elmira and Williamsport,	1,415,647	1,656,415	1,752,082	1,737,571	1,500,466
Eminton, Shippenville and Clarion,	19,748	5,373			
Erie and Pittsburgh,	793,614	872,706	819,761	910,454	782,271
Evergreen,			810		

Foxburg, St. Petersburg and Clarion,	15, 105	5, 428	16, 671	49, 251	12, 113
Frankford and Holmesburg,	11, 417	14, 208	110, 050	8, 478, 605	14, 159
Gettysburg and Harrisburg,	89, 422	98, 460	48, 286	1, 244, 401	18, 480
Greenlick Narrow Gauge,	41, 479	41, 306	682, 112	64, 054	77, 052
Hanover Junction, Hanover and Gettysburg,	564, 942	688, 423	183, 824	10, 499, 243	47, 480
Harrisburg and Potomac,	113, 244	186, 637	9, 396, 875	288, 507	795, 805
Huntingdon and Broad Top Mountain,	61, 518	49, 882	9, 195, 588	588, 621	78, 786
Ironton,	51, 752	9, 164, 508	988, 811	14, 564	Pine Creek.
Jersey Shore, Pine Creek and Buffalo,	678, 460	783, 915	81, 958	42, 775	9, 057
Kendall and Eldred,	53, 235	54, 627	5, 881, 862	16, 772	7, 365, 688
Keystone Coal,	8, 350, 396	4, 641, 360	10, 772, 436	25, 332	1, 133, 881
Lake Shore and Michigan Southern,	3, 198, 335	9, 972, 773	22, 196	288, 507	81, 225
Lawrence,	8, 186, 118	418, 818	228, 718	588, 621	9, 396, 875
Lehigh and Lackawanna,	16, 065	480, 825	650, 622	14, 564	17, 196
Lehigh and Susquehanna,	301, 708	2, 543	19, 824	42, 775	228, 308
Lehigh Valley,	447, 298	140, 155	46, 620	15, 747	623, 506
Ligonier Valley,	135, 106	40, 218	16, 238	507, 465	25, 700
Little Saw-Mill Run,	84, 552	12, 861	5, 172, 662	251, 074	42, 211
Lykens Valley,	11, 863	20, 922	5, 409, 774	1, 569, 353	15, 747
Meadville and Linesville,	1, 220, 533	1, 825, 217	11, 895, 238	5, 418, 849	127, 163
McKean and Buffalo,	124, 176	106, 190	5, 172, 662	21, 987	507, 465
Mont Alto,	8, 945, 746	4, 887, 909	23, 114	13, 672	251, 074
Montrose,	1, 220, 533	1, 825, 217	5, 172, 662	21, 987	48, 858
Montour,	124, 176	106, 190	5, 172, 662	21, 987	1, 569, 353
Mount Pleasant and Broad Ford,	8, 945, 746	4, 887, 909	23, 114	13, 672	251, 074
Muncy Creek,	1, 220, 533	1, 825, 217	5, 172, 662	21, 987	48, 858
New Brighton and New Castle,	124, 176	106, 190	5, 172, 662	21, 987	1, 569, 353
New Castle and Butler,	8, 945, 746	4, 887, 909	23, 114	13, 672	251, 074
New Castle and Beaver Valley,	1, 220, 533	1, 825, 217	5, 172, 662	21, 987	48, 858
New Castle and Oil City,	124, 176	106, 190	5, 172, 662	21, 987	1, 569, 353
New Castle,	8, 945, 746	4, 887, 909	23, 114	13, 672	251, 074
New York, Chicago and St. Louis,	1, 220, 533	1, 825, 217	5, 172, 662	21, 987	48, 858
New York, Pennsylvania and Ohio,	124, 176	106, 190	5, 172, 662	21, 987	1, 569, 353
New York, Lake Erie and Western,	8, 945, 746	4, 887, 909	23, 114	13, 672	251, 074
New York, Lake Erie and Western Coal,	1, 220, 533	1, 825, 217	5, 172, 662	21, 987	48, 858
Northern Central,	124, 176	106, 190	5, 172, 662	21, 987	1, 569, 353
North-East Pennsylvania,	8, 945, 746	4, 887, 909	23, 114	13, 672	251, 074
Oil City and Ridgway,	1, 220, 533	1, 825, 217	5, 172, 662	21, 987	48, 858
Olean, Bradford and Warren,	27, 146	23, 689	8, 777	13, 672	1, 569, 353

¹ For six months.
seven months.

² Owned by Lehigh Coal and Navigation Company, and leased to Philadelphia and Reading railroad.

³ For

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.	1881.	1882.	1884.	1885.
Parker and Karns City,	6,827	23,022	20,860,899	21,674,160	22,583,825
Peach Bottom,	28,408	18,229,865	1,631,698	1,668,474	1,435,338
Pennsylvania,	15,864,788	1,613,416	2,657,375	2,708,399	2,659,826
Pennsylvania Coal,	1,269,521	2,718,156	686,890	682,499	128,364
Pennsylvania and New York,	2,052,449	159,097	5,579,353	5,154,985	445,496
Penn Gas Coal Company's Youghiogheny,	657,865	5,277,056	27,688	80,670	4,904,011
Perkolmen,	136,044	15,512	18,064,851	22,968,311	31,841
Philadelphia and Baltimore Central,	4,861,463	16,841,807	5,035,900	5,538,076	24,857,931
Philadelphia and Erie,	17,812	4,421,887	1,708,215	2,024,227	5,689,431
Philadelphia, Newtown and New York,	14,642,766	1,846,967	34,561	37,171	2,001,543
Philadelphia and Reading,	3,605,553	31,708	106,986	316,725	1,206,585
Philadelphia, Wilmington and Baltimore,	1,222,894	184,577	182,984	122,747	412,354
Philadelphia, Germantown and Chestnut Hill,	24,416	19,874	44,571	1	111,708
Pine Creek,	101,167	8,261,663	8,131,574	8,444,553	8,640,461
Pittsburgh Southern,	712,311	4,856,306	3,530,541	3,386,918	2,942,851
Pittsburgh and Western,	8,072,915	4,775,320	4,851,022	5,061,540	4,710,688
Pittsburgh and Castle Shannon,	2,533,064	1,415,561	1,687,202	2,126,473	1,971,674
Pittsburgh, Bradford and Buffalo,	3,881,726	445,069	578,064	612,657	1,028,865
Pittsburgh, Cincinnati and St. Louis,	1,045,122	128,224	179,883	327,965	485,709
Pittsburgh, Fort Wayne and Chicago,	465,012	1,602,827	1,677,798	206,479	768,066
Pittsburgh and Lake Erie,	137,507	242,890	320,157	1,768,887	1,560,757
Pittsburgh, Chartiers and Youghiogheny,	184,732	54,705	109,490	182,949	100,478
Pittsburgh, McKeesport and Youghiogheny,	1,864,766	64,774	59,585	154,443	201,988
Reading and Columbia,	137,507	54,705	59,585	154,443	201,988
Rochester and Pittsburgh,	137,507	54,705	59,585	154,443	201,988
Sallsbury,	137,507	54,705	59,585	154,443	201,988
Shamokin Valley and Pottsville,	137,507	54,705	59,585	154,443	201,988
Sharnsville,	137,507	54,705	59,585	154,443	201,988
Shenango and Allegheny,	137,507	54,705	59,585	154,443	201,988
Slate Ridge and Delta,	137,507	54,705	59,585	154,443	201,988
Somerset and Cambria,	137,507	54,705	59,585	154,443	201,988
South Mountain,	137,507	54,705	59,585	154,443	201,988
Southern Pennsylvania,	137,507	54,705	59,585	154,443	201,988

State Line and Sullivan,	35,555	126,180	73,412	194,889	30,290
Stony Creek,	697,775	906,849	115,370	1,029,397	241,083
Tioga,			961,844		886,817
Tionesta Valley,					51,616
Warren and Farnsworth Valley,			3,813	10,343	9,220
Waynesburg and Washington,	10,054	12,868	13,913	16,129	13,657
West Chester and Philadelphia,	97,345	165,874			
Western Maryland,	180,859	182,065	223,569	303,071	305,806
West Penn and Shenango Connecting,					19,190
Wheeling, Pittsburgh and Baltimore,	23,982	28,469	33,193	66,143	338,096
Wilmington and Northern,	356,407	492,891	554,010	564,534	554,016
Williamsport and North Branch,				29,050	40,295
York and Peach Bottom,			8,505	34,085	35,531
Total,	111,348,416	132,410,302	150,040,190	162,854,308	136,818,370

¹ Merged in Pittsburgh and Western.

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Addison and Northern Pennsylvania,	86	47	18	00	49
Allegheny Valley,	\$1,906,848	\$2,112,580	\$2,331,869	\$45,706	\$65,831
Allentown,				2,307,969	2,135,512
Bachman Valley,	21	66	17	83	83
Baltimore and Cumberland Valley,	14,042	14,189	17,284	16,859	14,460
Baltimore and Cumberland Valley Extension,		9,413	8,749	9,599	
Baltimore and Philadelphia,		26,480	19,786	27,197	26
Bangor and Portland,			38,269	40,705	46
Barday,		98,856	86,513	53,279	55,788
Beech Creek, Clearfield and South-Western,				86,835	61,854
Belleville and Snow Shoe,	13				79,184
Bell's Gap,	47,786				84,536
Berlin,	48,572	81,972	128,210	150,335	133,943
Berlin Branch,	1,206	7,280	13,671	7,431	7,044
Bradford, Bordell and Kinzua,	3,751	4,612	4,543	4,363	4,461
Bradford, Eldred and Cuba,		160,773	95,885	82,230	68,933
Buffalo, New York and Philadelphia,			118,274	91,527	91,824
Buffalo, Pittsburgh and Western,	80	02	52	96	23
Catawissa and Fogelsville,	1,031,847	1,142,214	1,543,164	2,708,128	2,452,014
Catawissa,	144,061	598,968			
Chartiers,		147,870	142,103	123,648	72,865
Cleveland and Pittsburgh,	54	110,031	120,022	150,403	164,079
Colebrookdale,	2,699,280	3,108,269	3,067,468	3,069,311	2,599,397
Colebrook Valley,					16,395
Columbia and Port Deposit,					66,463
Corning, Cowanesque and Antrim,					208,147
Corwall,					88
Corwall and Lebanon,					602,569
Cumberland Valley,					77,592
Delaware and Hudson,	78	622,538	639,305	871,388	44,068
Delaware, Lackawanna and Western,	1,234,488	1,640,066	1,798,624	1,998,837	768,331
Delaware and Western,	5,516,059	6,538,656	6,069,242	6,464,768	2,022,509
Dillaburg and Mechanicsburg,	63	52,348	48,322	14	6,244,781
Dunkirk, Allegheny Valley and Pittsburgh,	20,250	27,323		23,601	
East Brandywine and Waynesburg,	261,947	291,207	335,237	324,131	27,643
East Broad Top,					279,719
Elmira and Williamsport,	81	127,840	138,544	90,842	88,903
	741,954	831,198	874,686	886,574	86,539
					751,319

	635,080	92	658,151	12	608,275	38	599,310	99	490,794	80
Erie and Pittsburgh,	42,276	27	5,269	74						
Emblenton, Shippensburg and Clarion,	2,578	81	3,676	58	4,070	62	3,835	16	8,180	31
Evergreen,			9,000	00			19,000	00		
Fayette County,									10,226	07
Fort Pitt Incline Plane,	29,708	66	6,935	26						
Foxburg, St. Petersburg and Clarion,										
Frankford and Holmesburg,	3,690	52	4,507	70	5,661	42	4,898	06	6,032	28
Greenlick Narrow Gauge,	73,476	52	84,324	62	91,826	86	90,048	69	4,411	10
Hanover Junction, Hanover and Gettysburg,							80,852	57	95,039	46
Hanover and York,							90,434	13	77,416	58
Harrisburg and Potomac,	15,636	92	17,262	37	20,018	33	25,768	68	25,768	68
Huntingdon and Broad Top Mountain,	312,491	10	332,653	10	320,434	57	424,494	57	833,560	75
Ironton,	35,631	49	36,582	37	38,048	91	45,237	66	29,937	07
Jamestown and Franklin,	153,294	99	134,875	43	161,576	99	143,660	02	150,220	49
Jersey Shore, Pine Creek and Buffalo,							188,728	02		
Junction,	130,892	54	165,522	57	248,729	25	239,957	73	229,274	70
Karns City and Butler,	28,562	80	8,852	38						
Kendall and Eldred,	227,920	35	165,344	67					14,843,538	99
Lake Shore and Michigan Southern,	18,749,460	91	17,971,391	33	18,225,639	13	18,513,656	41	204,164	58
Lawrence,	183,622	39	192,069	75	226,512	19	256,674	46	69,545	78
Lehigh and Lackawanna,	43,513	17	47,440	53	53,838	94	69,172	86		
Lehigh and Susquehanna,	3,414,045	41	4,232,471	32	4,293,062	03	5			
Lehigh Valley,	8,600,988	19	10,392,126	00	11,239,312	76	10,218,149	86	10,186,351	38
Lewisburg and Tyrone,									127,161	01
Ligonier Valley,	22,545	98	22,575	68	23,522	19	23,942	23	21,718	22
Little Saw Mill Run,	73,485	10	106,359	71	59,057	04	66,408	09	49,917	15
Littlestown,	16,605	82	66,703	82	20,211	53	22,738	58	21,843	49
Little Schuylkill Navigation,									219,662	53
Lykens Valley,	131,503	52	131,492	54	150,720	38	156,640	50	153,402	51
McKean and Buffalo,	73,869	28	73,876	73						
Meadville and Linesville,			3,679	86	26,838	06	27,092	89	24,853	06
Montour,									18,901	10
Mine Hill and Schuylkill Haven,										
Monongahela Incline Plane,	20,981	46	34,385	37	26,994	55	321,800	00		
Mont Alto,	27,513	44	31,133	29	29,415	66	28,025	05	29,542	45
Montrose,	24,903	25	26,233	24	29,613	20	29,119	86	28,935	29
Mount Oliver Incline,	14,704	35	17,291	55	23,212	95	30,689	03	28,878	59
Mount Pleasant and Broad Ford,							27,930	00	30,224	00
Muncy Creek,			13,287	61	32,589	56	35,400	66	26,769	91

* Rental from Philadelphia and Reading, lessee.
† Changed to Baltimore and Philadelphia.
‡ Rental.
§ Leased to Philadelphia and Reading.

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Nesquehoning Valley,					\$91,000 00
New Brighton and New Castle,					33,190 63
New Castle and Beaver Valley,	\$324,372 04	\$330,327 52	\$364,403 83	\$405,845 85	269,784 44
New Castle and Butler,	32,339 17	36,710 41			4,670 29
New Castle and Oil City,					
New York, Chicago and St. Louis			135,504 66	2,327,683 92	3,207,591 51
New York, Lake Erie and Western,			20,756,428 83	23,679,046 24	22,715,060 97
New York, Lake Erie and Western Coal,			*10,133 24	154,552 15	145,567 40
New York, Pennsylvania and Ohio,	5,134,627 46	5,550,206 27	5,634,232 26	5,519,248 39	1,994,440 20
New York, Pittsburgh and Chicago,					8,049 28
New York, Susquehanna and Western,					1,084,206 30
North-East Pennsylvania,	20,857 93	21,919 55	22,391 77	24,198 88	26,568 59
Northern Central,	3,818,919 67	5,561,109 79	3,883,688 84	4,130,824 36	3,864,236 91
North Pennsylvania,			800,698 93		846,011 46
Oil City and Chicago,			128,040 69		
Oil City and Ridgway,			16,924 54	21,546 40	
Olean, Bradford and Warren,	105,169 38	7,618 21			
Parker and Karus City,	31,028 77	107,960 16			
Peach Bottom,	43,550 91	9,266 81			
Penn Gas Coal Company's Youghiogheny,		42,467 12			
Pennsylvania,	25,987,957 62	27,647,008 79	30,886,962 23	32,017,813 25	7,760 21
Pennsylvania and New York,	1,598,288 77	2,123,256 68	2,183,615 71	2,142,291 87	30,186,884 81
Pennsylvania Coal,	18,710 62		19,679 29	83,774 08	2,151,337 61
Pennsylvania Company,	1,426,422 98	1,811,947 10	1,076,175 67	1,244,814 37	47,294 75
People's,	11,010 75	9,795 48	11,477 35	12,370 36	1,117,031 14
Perkiomen,	356,758 98	394,908 61	363,676 34	355,893 07	12,327 67
Philadelphia and Baltimore Central,	260,010 78	249,122 52			297,906 35
Philadelphia and Erie,	3,727,733 13	3,464,309 65	4,011,413 29	4,108,843 16	8,660,146 10
Philadelphia and Reading,	17,186,948 83	19,860,138 89	21,048,973 38	28,874,529 92	30,287,069 93
Philadelphia and Trenton,	2,144,704 15	2,368,671 33	2,785,559 76	3,024,842 89	3,044,709 80
Philadelphia, Germantown and Chestnut Hill,					44,330 07
Philadelphia, Germantown and Norristown,			278,118 84	278,110 35	278,265 55
Philadelphia, Newtown and New York,	44,165 70	51,695 14	60,705 23	68,447 13	76,942 95
Philadelphia, Wilmington and Baltimore,	3,263,110 50	3,551,880 52	5,438,091 91	5,741,672 04	5,820,333 50
Pickering Valley,	5,194 94				4,878 24
Pine Creek,					460,263 32
Pittsburgh and Castle Shannon,	166,409 99	236,115 65	232,256 74	206,070 83	176,258 81

Pittsburgh and Connellsville,	2,238,431	68	2,500,548	58	2,979,789	27	2,318,172	41	2,294,826	50
Pittsburgh and Lake Erie,	841,256	76	1,041,063	42	1,265,748	11	1,402,763	86	1,193,530	81
Pittsburgh and Western,	573,604	21	51,817	09	117,679	94	342,923	96	685,085	08
Pittsburgh, Bradford and Buffalo,									46,816	39
Pittsburgh, Chartiers and Youghiogheny,	4,337,749	53	4,133,986	47	4,237,449	64	14,616,619	97	4,036,702	36
Pittsburgh, Cincinnati and St. Louis,	10,162,404	31	10,749,130	76	10,940,959	43	10,954,466	57	9,190,174	52
Pittsburgh, Fort Wayne and Chicago,									19,298	80
Pittsburgh Junction,									591,500	75
Pittsburgh, McKeesport and Youghiogheny,	44,687	84	53,141	90	51,238	95	68,955	89	112,125	16
Pittsburgh Southern,									20,594	32
Pomeroy and Newark,	369,319	85	394,184	06	432,985	06	456,459	53	354,818	61
Reading and Columbia,					305,938	92	543,639	86	1,069,932	77
Rochester and Pittsburgh,					50,809	23	29,979	94	81,014	99
Salisbury,	20,704	65	20,180	53	468,618	27	500,688	41	437,836	93
Shamokin Valley and Pottsville,	470,204	05	497,141	76	49,257	92	42,075	76	32,651	50
Sharpsville,	47,898	20	140,693	29	184,439	85			185,990	57
Shenango and Allegheny,									504	08
Slate Ridge and Delta,									132,825	02
Somersett and Cambria,	11,327	40	52,923	24	91,812	34	116,996	17	35,712	27
South Mountain,	30,277	98	32,571	86	34,541	90	29,532	66	26,416	13
Southern Pennsylvania,	21,569	12	22,571	12	24,754	04	23,903	74	20,601	64
State Line and Sullivan,	53,408	30	51,531	08	53,133	58	64,411	50	67,147	51
Stony Creek,	22,446	21	37,023	25	38,155	10	52,763	94	1,150	00
Strasburg,									370,174	08
Tioga,	893,025	22	493,065	54	562,335	63	467,789	40	31,723	12
Tionesta Valley,									16,417	69
Warren and Farnsworth Valley,									46,035	00
Waynesburg and Washington,	30,791	58	37,764	81	24,066	65	27,894	91	625,986	43
West Chester and Philadelphia,	266,403	01	233,884	71	41,298	16	45,018	55	24,951	96
Western Maryland,	397,564	09	452,457	78	505,681	50	610,663	88	141,896	19
West Penn and Shenango Connecting,									26,778	99
Wheeling, Pittsburgh and Baltimore,	50,340	27	53,557	09	59,280	14	72,090	75	346,055	92
Williamsport and North Branch,					5,376	14	17,678	69	55,064	45
Wilmington and Northern,	231,627	46	325,012	06	339,062	66	347,231	24		
York and Peach Bottom,							58,299	10		
Total,	\$133,945,771	95	\$145,154,107	48	\$177,677,589	17	\$189,283,899	27	\$180,994,183	75

* Leased to Buffalo, New York and Philadelphia.
 † Given as total earnings for the year and total receipts from all sources on whole length of line stated at \$5,102,659 35.

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Addison and Northern Pennsylvania,					
Allegheny Valley,	\$1,057,835	\$1,254,837	\$1,845,562	\$43,261	\$32,611
Allentown,			9.28	921	1,323,657
Bachman Valley,	11,183	11,118	11,968	12,027	14,391
Bald Eagle Valley,			48,178	04	38
Baltimore and Philadelphia,					46,903
Bangor and Portland,		9,449	27,078	30,741	87,488
Barclay,		80,754	64,536	63,106	57,981
Bedford and Bridgeport,					3,718
Beech Creek, Clearfield and South-Western,					66,297
Bellefonte and Snow Shoe,	46,312				
Bell's Gap,	21,800				65,703
Berlin,		39,905	63,759	703,558	26
Berlin Branch,		8,703	9,347	8,151	11,728
Bradford, Bordell and Kinzua,	2,621	3,567	8,132	3,366	1,616
Bradford, Eldred and Cuba,		87,119	77,688	74,439	68,492
Buffalo, Pittsburgh and Western,			64,899	87,465	72,032
Buffalo, New York and Philadelphia,		315,275	398,461	*	2,343,603
Buffalo Valley,	687,424	681,495	730,909	3,554,568	05
Catsauqua and Fogelsville,	590				
Chartiers,	78,443	77,651	64,064	52,803	43,530
Clarion, Mahoning and Pittsburgh,	65,841	65,448	83,204	97,933	103,819
Cleveland and Pitsburgh,				15,600	90
Colebrookdale,	1,526,049	1,704,033	1,723,112	1,856,866	1,840,820
Colebrook Valley,			530	502	1,044
Columbia and Port Deposit,					44,899
Connecting,					169,141
Corning, Cowanesque and Antrim,		373,175	432,276	1,839,900	87,258
Cornwall,	304,789	36,480	44,317	105,926	431,910
Cornwall and Lebanon,	45,506				108,911
Cumberland Valley,					18,008
Delaware and Hudson,	303,745	403,018	459,853	575,580	608,554
Delaware and Western,	672,439	829,653	879,670	1,227,163	1,336,085
Delaware, Lackawanna and Western,	1,296,024	2,693,672	3,173,125	3,917,601	4,367,319
Delaware and Western,	53,068	43,345	41,099		
Dillsburg and Mechanicsburg,	18,450	12,712	16,215	15,047	23,719
Dunkirk, Allegheny Valley and Pittsburgh,	297,164	285,905	291,227	316,427	302,411
East Brandywine and Waynesburg,					45,237

East Broad Top.	69,893	69	84,769	88	100,075	28	88,456	68	66,133	89
Elmira and Williamsport.	529,852	71	577,786	68	606,230	19	581,855	82	508,467	68
Enlenton, Shippensburg and Clarion.	82,869	29	6,863	97						
Erie and Pittsburgh.	469,250	97	485,694	89	410,989	08	465,101	85	394,164	68
Evergreen.	2,517	31	3,789	00	4,028	04	6,898	22	7,103	91
Fayette County.			480	85						
Frankford and Holmesburg.									12,982	98
Fort Pitt Incline Plane.									9,006	92
Foxburg, St. Petersburg and Clarion.	20,846	82	5,649	70						
Greenlick Narrow Gauge.	3,921	26	4,505	09	5,220	71	4,355	23	6,221	45
Hanover Junction, Hanover and Gettysburg.	54,983	60	53,893	67	59,929	80	81,645	47	94,891	78
Hanover and York.									66,980	24
Harrisburg and Potomac.	17,110	86	36,704	18	49,980	66	189,828	94	60,093	24
Huntingdon and Broad Top Mountain.	160,648	10	165,712	40	165,446	16	259,863	99	204,223	83
Ironton.			18,333	80	16,957	41	16,436	77	12,998	25
Janestown and Franklin.	94,008	86	82,102	70	98,130	01	92,463	85	93,103	11
Jersey Shore, Pine Creek and Buffalo.							171,328	59		
Junction.	94,345	90	95,565	94	124,919	48	109,256	99	142,434	77
Karns City and Butler.	19,794	31	6,116	25						
Kendall and Eldred.	89,753	42	78,606	18						
Lake Shore and Michigan Southern.	10,418,104	78	11,278,429	19	11,057,807	44	11,832,853	62	9,133,521	65
Lawrence.	102,829	78	108,832	89	114,409	81	120,729	81	116,600	24
Lehigh and Lackawanna.	31,949	98	30,914	64	43,858	41	52,772	64	54,293	96
Lehigh and Susquehanna.	1,449,109	46	1,712,772	34	1,952,155	48				
Lehigh Valley.	4,002,857	60	4,648,083	78	5,833,677	34	6,175,656	16	7,318,898	04
Lewisburg and Tyrone.									228,208	62
Ligonier Valley.			10,474	04	11,969	40	30,737	70	21,229	08
Little Saw-Mill Run.			49,898	88	39,805	38	64,631	45	59,646	87
Littlestown.	13,538	77	13,252	02	16,085	14	18,363	18	21,264	37
Little Schuylkill Navigation.									29,282	66
Lykens Valley.	39,910	24	71,992	58	1,683	03	95,865	08	90,702	55
Meadville and Linesville.	41,825	56	10,812	18	25,652	83	20,768	64	39,347	00
McKean and Buffalo.	18,610	10	43,100	36						
Monongahela Incline Plane.	19,896	29	9,201	80	10,476	76	96,655	68	13,870	62
Mont Alto.			26,199	75	27,505	59	30,934	32	27,974	81
McShannon and Clearfield.							61,467	95		
Monroese.	16,062	85	14,927	75	19,951	12	24,165	33	26,509	27
Mount Oliver Incline.	7,555	35	12,459	57	11,827	61	11,658	03	22,502	76
Mount Pleasant and Broad Ford.					741	15	757	19		
Muncy Creek.			18,721	53						

* Merged in Buffalo, New York and Philadelphia.

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
New Brighton and New Castle,					
New Castle and Beaver Valley,					
New Castle and Butler,					
New Castle and Oil City,					
New York, Chicago and St. Louis,					
New York, Lake Erie and Western,					
New York, Lake Erie and Western Coal,					
New York, Pennsylvania and Ohio,					
New York, Pittsburgh and Chicago,					
New York, Pitsburgh and Western,					
North and West Branch,					
North-East Pennsylvania,					
Northern Central,					
Oil City and Chicago,					
Oil City and Ridgway,					
Olean, Bradford and Warren,					
Parker and Karns City,					
Peach Bottom,					
Penn Gas Coal Company's Youghiogheny,					
Pennsylvania,					
Pennsylvania and New York,					
Pennsylvania Coal,					
Pennsylvania Company,					
People's,					
Perkiomen,					
Philadelphia and Baltimore Central,					
Philadelphia and Erie,					
Philadelphia and Reading,					
Philadelphia and Trenton,					
Philadelphia, Germantown and Chestnut Hill,					
Philadelphia, Newtown and New York,					
Philadelphia, Wilmington and Baltimore,					
Pickering Valley,					
Pine Creek,					
Pittsburgh and Castle Shannon,					
Pittsburgh and Connellsville,					
Pittsburgh and Lake Erie,					
	87	62	89	65	49
	\$124,220	\$116,091	\$172,380	\$155,528	\$167,509
		59,242			128,616
	58,124				3,530
			157,087	5,387,732	2,679,808
			19,589,786	15,444,583	23,413,683
			5,370	386,082	177,085
			4,128,466	2,478,453	227,125
	3,931,061	4,218,504			19,067
					600,707
					188,280
	26,880	30,070	33,357	32,366	30,083
	2,121,846	2,613,730	2,632,507	2,611,157	2,362,846
			55,925		
			16,924	21,542	
		7,618			
		66,312			
		5,351			
	28,893	29,707			
	14,051,485	15,463,468	17,878,776	21,370,926	16,382
		987,659	1,119,521	1,164,837	19,063,905
	388,500		486,646		1,400,628
	64,602		31,636		483,355
	8,085	71,907	9,237	100,340	288,034
	252,156	8,706	237,745	9,065	14,819
	166,967	288,261		240,088	188,704
	3,358,353	2,430,060		12,827	2,108
	11,880,897	13,494,122		2,620,823	2,202,065
	1,185,558	1,359,889		28,686,485	26,055,583
				2,044,769	1,963,086
					68,712
	47,371	75,101	126,423	103,259	96,285
	1,806,887	2,320,799	3,676,494	4,169,173	3,971,858
			481	453	910
					365,889
	145,246	198,908	201,537	195,220	150,750
	1,011,827	1,376,075	1,437,664	1,838,110	2,006,235
	899,012	608,764	757,043	1,109,411	917,412
	70	97	94	72	46

Pittsburgh and Western,	305,080	11	40,897	81	133,202	15	1,987,647	59	1,809,420	65
Pittsburgh, Bradford and Buffalo,					77,545	49			124,108	28
Pittsburgh, Chartiers and Youghiogheny,	2,288,066	11	2,795,557	39	2,828,548	83	3,945,294	26	2,917,253	01
Pittsburgh, Cincinnati and St. Louis,	5,336,814	91	5,880,829	35	6,287,562	68	6,989,273	52	6,324,528	75
Pittsburgh, Fort Wayne and Chicago,									1,343,876	41
Pittsburgh, Junction,									442,806	12
Pittsburgh, McKeesport and Youghiogheny,	54,234	73	58,350	52	62,444	34	64,048	93	96,427	61
Pittsburgh Southern,									89,077	34
Pomeroy and Newark,									126,547	35
Pottsville and Mahanoy,	288,282	08	279,889	94	318,888	93	327,803	40	398,579	81
Reading and Columbia,									96,550	06
Reading and Pottsville,									2,218,084	42
Rochester and Pittsburgh,	10,612	83	10,318	88	222,561	53	15,875,804	96	21,516	71
Salisbury,	171,744	24	198,087	12	174,220	28	199,840	84	210,900	13
Shamokin Valley and Pottsville,	29,726	45			33,724	56	32,683	87	28,922	44
Sharpsville,									8,887	04
Sharon,									242,278	78
Shenango and Allegheny,			102,598	74	111,199	43			80,088	96
Somerset and Cambria,	5,484	91	34,940	73	79,747	16	78,820	23	25,816	51
South Mountain,	23,241	79	20,773	30	28,888	15	21,833	84	20,257	56
Southern Pennsylvania,	18,860	35	27,675	75	22,485	23	19,602	37	79,174	64
South-West Pennsylvania,									18,887	48
State Line and Sullivan,	30,510	68	38,984	55	29,113	25	45,232	34	51,983	76
Stony Creek,	39,279	27	42,357	56	46,119	26	51,777	72	215,908	00
Tioga,	252,089	42	305,465	79	301,665	32	297,949	33	38,549	95
Tionesta Valley,									302,287	88
Tyrone and Clearfield,									14,381	80
Warren and Farnsworth Valley,									38,374	30
Waynesburg and Washington,	20,641	20	28,576	23	12,090	76	58,790	42	407,749	96
Western Maryland,	309,235	18	357,169	52	304,491	19	487,184	16	80,206	81
West Penn and Shenango Connecting,									20,512	43
West Chester and Phoenixville,	223,264	42	288,826	88					128,274	78
Western Pennsylvania,									164,714	82
Wheeling, Pittsburgh and Baltimore,	41,785	87	52,468	09	58,228	25	40,070	22	354,979	44
Williamsport and North Branch,					4,350	91	21,320	41	65,774	30
Wilmington and Northern,	202,301	10	268,284	08	268,685	52	407,959	98		
York and Peach Bottom,							63,323	35		
Total,	\$75,815,877	95	\$85,521,657	95	\$114,089,989	18	\$142,183,216	21	\$139,285,963	77

* Merged in Buffalo, New York and Philadelphia.

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

NAME OF COMPANY.	1890.		1891.		1892.		1893.		1894.	
	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.
Addison and Northern Pennsylvania,										
Allegheny Valley,	13	19	12	11	16	15	14	21	11	11
Arnot and Pine Creek,								2	1	1
Baltimore and Philadelphia,			1		1		1			
Bangor and Portland,				2		4		3		
Barclay,										1
Beech Creek, Clearfield and South Western,							2			2
Bell's Gap,			1							
Berlin,									1	
Bradford, Bordell and Kinzua,			1	5		2	1		5	34
Bradford, Eldred and Cuba,						6		2		10
Buffalo, Bradford and Pittsburgh,			1	15	5	15	10	37	2	16
Buffalo, New York and Philadelphia,					9	14	25	49	20	30
Buffalo, Pittsburgh and Western,			2	7						
Catsaqua and Fogleville,									1	
Chartiers,	1			3	3	3	1			6
Cleveland and Pittsburgh,	1	18	5	17		6	1	10	3	5
Colebrook Valley,										1
Corning, Cowanesque and Antrim,	4	1	2	1	3	5	5	9	2	21
Cornwall,	1									
Cumberland Valley,	1	2		3	3	2	3	6	2	2
Danville and Shanokin,							8	13		
Delaware and Hudson,				4	8	5			8	7
Delaware and Western,	1		1		1					
Delaware, Leckawanna and Western,	19	32	18	35	27	68	25	85	85	77
Dunkirk, Allegheny Valley and Pittsburgh,	4	3	2	1	2	18	2	8	1	18
East Broad Top,				2	1			2		2
Elmira and Williamsport,	2	10	1	7	4	14	2	12	1	12
Elrie and Pittsburgh,	4	8	8	7	5	5	3	6	1	8
Evergreen,	1	1								
Frankford and Holmesburg,										
Hanover Junction, Hanover and Gettysburg,			1					1		1
Harrisburg and Potomac,	1					1				
Huntingdon and Broad Top Mountain,		2	1	12	1	9	1	8	1	9

Ironton,	3	9	5	14	3	18	1	11	1	19
Jersey Shore, Pine Creek and Buffalo,	2		1	1			2	4		1
Junction,		6	7	5					1	19
Lake Shore and Michigan Southern,		3	2	3			1	14	3	8
Lawrence,								6	1	
Lawrenceville and Evergreen,	16	4	17	11	1	3				
Lehigh and Susquehanna,	45	33	49	34	45	42	53	35	45	45
Lehigh Valley,										
Little Saw-Mill Run,			1							
Littletown,			1							
Lykens Valley,			1	2	1	3		1		2
McKean and Buffalo,			1	3						
Meadville,					1	1	2			
Monongahela Incline Plane,										2
Mont Alto,							1	1		
New Castle,	2	4		9	2	9		5		1
New Castle and Beaver Valley,			1	3			2	5		3
New Castle and Oil City,							19	47		2
New York, Chicago and St. Louis,					147	485	148	498	123	424
New York, Lake Erie and Western,							1	7		
New York, Lake Erie and Western Coal,										
New York, Pennsylvania and Ohio,	11	10	10	11	11	8	6	6		5
New York, Susquehanna and Western,		82	11	20	2	17	5	24	9	47
Northern Central,										
Oil City and Chicago,										
Oil City and Ridgway,										
Pennsylvania,	162	640	201	878	253	878	198	908	179	889
Pennsylvania and New York,	6	21	4	8	12	12	9	12	6	29
Pennsylvania Coal,	1	4	9	9	5	10	8	6	4	15
Perkiomen,	1	3		4	2	2	2	2	2	
Philadelphia and Baltimore Central,	1	1	2	1						1
Philadelphia and Erie,	12	200	24	128	24	109	9	86	24	95
Philadelphia and Reading,	86	101	102	98	95	98	109	85	105	115
Philadelphia and Trenton,	10	40	14	57	19	48	22	45	16	35
Philadelphia, Germantown and Chestnut Hill,										5
Philadelphia, Wilmington and Baltimore,	22	7	26	19	36	20	14	2	83	4
Pine Creek,									2	14
Pittsburgh and Castle Shannon,				3						1
Pittsburgh and Connelleville,	28	57	29	53	34	46	53	75	44	13
Pittsburgh and Lake Erie,	7	16	14	18	12	9	8	9	9	11
Pittsburgh and Western,					2	5	9		1	12
Pittsburgh, Bradford and Buffalo,	4	8		1		3				

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.		1881.		1882.		1883.		1884.	
	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.
Pittsburgh, Chartiers and Youghiogheny,	10	32	28	53	22	32	16	16	16	5
Pittsburgh, Cincinnati and St. Louis,	13	38	17	36	24	78	57	178	45	20
Pittsburgh, Fort Wayne and Chicago,									5	162
Pittsburgh, McKeesport and Youghiogheny,									5	5
Pittsburgh Southern,	2	2	1	2	5	4	2	1	1	8
Reading and Columbia,					2		3	6	1	10
Rochester and Pittsburgh,							7	8	6	
Salisbury,	1	9								
Shamokin Valley and Pottsville,	3		3	3	2	4	4	17	6	9
Sharpsville,	1				2					
Shenango and Allegheny,					1	1			2	9
Slate Ridge and Delta,					1					
Somerset and Cambria,					1	1		1	1	
South Mountain,				2	1					
Southern Pennsylvania,			1	1						
State Line and Sullivan,					1	2	1			
Stony Creek,									1	3
Tioga,	1		1	4	1	1	9		1	4
Warren and Farnsworth Valley,										
Waynesburg and Washington,	1				2			1		
West Chester and Philadelphia,	4	2		8						
Western Maryland,	4	2		8			8	10	3	18
Wheeling, Pittsburgh and Baltimore,			1	6	2	8		2		
Wilcox and Howard Hill Improvement Company,					1	1	4	18		
Williamsport and North Branch,								2		2
Wilmington and Northern,									1	23
York and Peach Bottom,									1	
Total,	538	1,415	681	1,649	905	2,208	898	2,387	809	2,859

TABULATED RESULTS

COMPILED FROM PASSENGER RAILWAYS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Total amount now of floating and funded debt.	Rate per cent. on funded debt.	Rate per cent. of dividend.
Allentown,	Unlimited.	Not stated.	\$45,260	\$13,000	5
Bradford and Kendall,	\$12,000	\$12,000	12,000	12,000	6 & 5
Central, Pittsburgh,	100,000	100,000	100,000	37,854	56
Chester,	100,000	80,000	80,000	9
Citizens', Philadelphia,	500,000	193,500	192,500	\$15 per share.
Citizens', Pittsburgh,	200,000	200,000	200,000	73,000	00	10
City, Altoona,	68,000	68,000	68,000	34 on \$53,000.
Coalville,	50,000	62,675	62,675	13,491	40
Continental,	1,000,000	580,000	580,000	350,000	00	\$6 per share.
Easton and South Easton,	75,000	29,562	29,562	14,632	82
Empire,	600,000	1	1	200,000	00	7
Erie City,	100,000	50,000	50,000	38,000	00	6
Federal Street and Pleasant Valley,	100,000	100,000	100,000	101,000	00	6
Frankford and Southwark,	750,000	750,000	750,000	102,000	00	7
Germanatown,	1,500,000	1,500,000	572,860	227,500	00	5
Green and Coates Streets, Philadelphia,	500,000	500,000	150,000	121,916	68	6
Harrisburg City,	Unlimited.	62,500	62,500	8
Hestonville, Mantua and Fairmount,	2,050,000	2,050,000	239,381	514,964	47	6
Johnstown,	100,000	84,000	84,000	4
Lancaster City,	10,000	10,000	10,000	1,400	00
Lehigh Avenue,	600,000	600,000	600,000
Lombard and South Street,	750,000	490,600	234,393	185,336	00	2
People's, Philadelphia,	1,500,000	1,500,000	500,000	2,332,517	19	5 & 7
People's Street, Lackawanna county,	150,000	150,000	150,000	23,243	66	6
Perkiomen Avenue,	50,000	40,000	40,000	2,500	00

Philadelphia City,	1,000,000	00	1,000,000	00	475,000	00	300,000	00	5 & 7	18
Philadelphia and Darby,	200,000	00	200,000	00	200,000	00	100,000	00	..	\$3 50 per share.
Philadelphia and Gray's Ferry,	1,000,000	00	308,750	00	308,750	00	28,500	00
Philadelphia Traction,	5,000,000	00	5,000,000	00	2,000,000	00	4
Pittsburgh, Allegheny and Manchester,	Not stated.	00	350,000	00	350,000	00	210,000	00	6 & 8	..
Pittsburgh and Birmingham,	200,000	00	200,000	00	186,000	00	84,000	00	7 1/2	2
Pittsburgh, Oakland and East Liberty,	150,000	00	150,000	00	150,000	00	113,540	46
Pittsburgh Union,	100,000	00	100,000	00	69,875	00	117,833	34	5	..
Pittsburgh and West End,	150,000	00	86,080	14	86,080	14	16,700	00	6	\$3 cash & \$3.33 1/3 ec.
Pittston,	25,000	00	10,000	00	10,000	00	8
Reading City,	50,000	00	40,550	00	40,550	00	14,000	00	5	..
Ridge Avenue, Philadelphia,	750,000	00	420,000	00	420,000	00	25
Schuylkill River,	500,000	00	500,000	00	50,000	00	50 cts. per share.
Seranton,	25,000	00	10,000	00	1,000	00
Second Avenue, Pittsburgh,	30,000	00	30,000	00	30,000	00	34,204	80	6	..
Second and Third Streets,	1,060,200	00	1,060,200	00	771,076	25	16
Seventeenth and Nineteenth Streets,	500,000	00	500,000	00	230,000	00	134,500	00	6	..
South Side,	65,000	00	38,400	00	38,400	00	37,920	35	7	..
Stroudsburg,	20,000	00	25,600	00	25,600	00
Thirteenth and Fifteenth Streets,	1,000,000	00	1,000,000	00	334,529	40	163,335	00	7	..
Transverse,	300,000	00	175,000	00	175,000	00	222,645	63	6	..
Union, Philadelphia,	1,000,000	00	1,500,000	00	925,000	00	730,300	00	6 & 5	..
West Philadelphia,	750,000	00	750,000	00	750,000	00	246,000	00	6	..
Wilkes-Barre and Kingston,	100,000	00	100,000	00	100,000	00	19
Williamsport,	75,000	00	60,000	00	60,000	00	7,454	19	..	6
Total,	\$24,815,200	00	\$22,236,397	64	\$12,249,472	65	\$3,950,400	55

¹ Unknown to present officers.

² In stock, \$12,000; in cash, \$36,000.

TABLE B.—COST AND CHARACTERISTICS.

NAME OF COMPANY.	COST OF ROAD AND EQUIPMENT.		CHARACTERISTICS OF ROAD.									
	Total cost of road and equipment.		Length of road.	Gauge of road.	Weight of rail per yard.	Number of car-houses, shops, and stables.	Number of depots.	Number of first-class passenger cars.	Number of second-class passenger cars.	Number of other cars.	Number of horses owned by the company.	Value of real estate held exclusive of roadway.
Allentown,	\$38,320	63	3.44	4.8½	19	2	1	4	2	9	22	\$18,063
Bradford and Kendall,	17,564	41	1.53	4.8½	38	2	2	3	8	800
Central, Pittsburgh,	137,686	76	3.00	5.2	45	1	2	16	..	2	102	15,500
Central, Reading,	No report received.											
Chester,	89,585	87	5.25	5.2½	40 & 47	4	..	12	..	1	65	17,251
Citizens', Philadelphia,	319,134	57	10.50	5.2	45 & 47	9	2	66	26	6	426	181,076
Citizens', Pittsburgh,	229,270	27	8.25	5.2½	47	5	3	34	18	12	310	107,083
City, Altoona,	68,000	00	8.24	5.3	43 & 45	3	1	12	..	5	39	..
Coalville,	46,917	01	2.50	4.8½	20 & 34	3	1	4	9	27,019
Continental,	380,355	99	10.50	5.2	45 to 56	2	1	..	4	..	20	4,000
Easton and South Easton,	25,962	50	1.38	5.2	43	2
Empire,	Not stated.		8.50	5.2	45
Erie City,	86,009	59	5.29	4.8½	30	1	1	17	55	15,500
Federal Street and Pleasant Valley,	140,000	00	2.06	5.2½	45	3	1	20	..	2	152	35,000
Frankford and Southwark,	982,175	45	18.10	5.2	47	9	4	99	580	125,000
Germantown,	Not stated.											
Green and Coates Streets, Phila.,	Not stated.											
Harrisburg City,	63,563	38	2.46	5.2½	38-44-47	2	1	15	36	12,000
Hestonville, Mantua and Fairmount,	537,994	56	20.00	5.2	48	5	2	75	..	6	466	319,111
Johnstown,	84,192	25	2.19	5.3	43	3	2	13	53	4,000
Lancaster City,	9,891	49	1.01	5.2½	38	1	1	4	1,300
Lombard and South Street,	658,566	64	17.76	5.2	43	4	2	21	30	4	278	82,167
People's, Philadelphia,	289,547	35	44.00	5.2	45	12	4	147	27	6	1,040	10,000

People's Street, Lackawanna county,	173,460	84	9.50	4.81	25 & 52	1	1	1	18	..	68	17,470	00
Perkionen Avenue,	92,235	28	2.02	5.21	45	2	2	3	10	4	36	8,590	00
Philadelphia and Darby,	Not stated.		5.05	5.21	42	3	1	1
Philadelphia and Gray's Ferry,	273,776	53	10.33	5.2	44	4	4	1	24	4	200	43,000	00
Philadelphia City,	875,843	88	17.42	5.21	47 & 78	6	4	4	302,660	00
Philadelphia Traction,	Not stated.		109.00	5.21	45 to 78	88	11	11	427	168	3,160	61,000	00
Pittsburgh and Birmingham,	166,000	00	3.38	5.21	45	3	1	1	17	6	3	78	73
Pittsburgh and West End,	50,139	31	2.50	5.21	35	1	1	1	9	4	3	8,624	00
Pittsburgh, Allegheny and Manches'r	286,256	46	5.00	5.2	45	3	3	3	40	..	3	277	175,000
Pittsburgh, Oakland and East Liberty	190,107	83	6.00	5.2	33-45-48	4	2	2	32	..	4	153	39,250
Pittsburgh Union,	147,684	65	4.06	5.21	45	1	29	..	2	164	14,327
Pittston,	10,000	00	1.75	5.2	42	1	1	2	..	6	85
Reading City,	67,043	17	2.20	5.2	45	3	1	1	18	..	46	16,000	00
Ridge Avenue,	569,413	24	15.00	5.1	47	1	1	1	61	..	347	65,000	00
Schuylkill River,	47,463	54	3.11	5.2	44
Second and Third Streets,	931,178	77	37.00	5.21	43 to 55	7	2	2	107	9	15	675	100,000
Second Avenue, Pittsburgh,	63,750	00	3.25	5.21	47	1	1	1	5	3	10	63	..
Seventeenth and Nineteenth Streets,	229,246	60	7.50	5.2	43 to 55
South Side,	31,851	13	2.50	5.21	45	2	1	1	6	6	..	80	10,000
Stroudsburg,	24,627	84	1.38	4.81	28 & 30	1	1	1	2	..	9	1,000	00
Thirteenth and Fifteenth Streets,	321,566	86	14.00	5.2	43	2	2	2	43	15	16	447	175,411
Transverse,	366,808	64	6.38	5.2	52	3	39	..	243	50,421	78
Union, Philadelphia,	*2,491,250	68	70.00	5.2	47
West Philadelphia,	1,141,571	55	21.50	5.21	44
Wilkes-Barre and Kingston,	94,833	37	4.50	5.2	30 & 45	1	1	1	4	3	16	10,000	00
Williamsport,	88,863	66	2.15	4.81	36	4	5	28
Total,	\$11,997,469	55	538.28	154	86	1,457	336	151	9,915	\$2,071,149	96

* Includes real estate.

TABLE C.—TRANSPORTATION OF PASSENGERS AND EXPENSES.

NAME OF COMPANY.	Number of passengers (all classes) carried in cars.	Of maintaining the road or real estate of cor- poration.	Of operating the road.	Total.
Allentown.	\$173,640	\$1,264	\$11,890	\$12,624
Bradford and Kendall.	187,648	3,114	8,545	6,659
Central, Pittsburgh.	933,552	4,504	39,482	43,986
Chester.	702,128	2,166	20,994	23,161
Citizens', Philadelphia.	6,069,498	15,791	194,714	210,505
Citizens', Pittsburgh.	4,602,433	18,006	153,893	171,900
City, Altoona.	419,540	985	15,980	16,925
Coalville.	99,941	1,206	5,974	7,180
Continental.*	158,686	8,868	7,351	10,719
Easton and South Easton.	4,891,970	† 1,673	21,474	23,348
Empire.	613,591	5,717	54,622	60,840
Erle City.	1,647,658	23,684	319,854	343,539
Federal Street and Pleasant Valley.	9,813,910	48		
Frankford and Southwark.				
German town. †				
Green and Coates Streets, Philadelphia. †				
Harrisburg City.	409,331	861	14,305	15,163
Hestonville, Mantua and Fairmount.	4,776,091	13,322	197,929	211,252
Johnstown.	469,017	2,097	19,259	21,356
Lancaster City.	35,984	468	1,038	1,502
Lombard and South Streets.	3,640,730	7,194	120,749	127,944
People's, Philadelphia.	20,797,786	40,668	462,471	493,134
People's Street, Lackawanna county.	708,183	12,900	32,932	45,832
Parktown Avenue.	374,707	2,250	13,440	15,691
Philadelphia and Darby. §				
Philadelphia and Gray's Ferry.	2,968,813	5,535	85,872	91,407
Philadelphia City §		29	8,583	8,613

Philadelphia Traction,	30,895,189	45,048	25	998,195	42	1,048,248	67
Pittsburgh and Birmingham,	2,296,200	19,058	84	79,280	61	96,269	45
Pittsburgh and West End,	858,941	4,404	89	81,541	49	85,946	38
Pittsburgh, Allegheny and Manchester,	8,870,500	16,447	39	128,871	68	144,319	07
Pittsburgh, Oakland and East Liberty,	1,602,086	18,251	96	65,732	42	73,964	38
Pittsburgh Union,	1,468,646	5,516	86	64,017	57	69,534	48
Pittston,	87,110	473	12	8,689	36	4,112	48
Reading City, Philadelphia,	421,681	1,817	37	22,866	14	24,683	51
Ridge Avenue, Philadelphia,	6,283,481	84,576	76	169,825	08	204,401	79
Schuylkill River,							
Second and Third Streets,	9,424,796	25,751	87	302,866	68	338,618	50
Second Avenue, Pittsburgh,	537,292	720	00	20,508	62	21,223	62
Seventeenth and Nineteenth Streets,							
South Side,	545,708	4,292	67	28,510	55	32,808	22
Stroudsburg,	Not stated.	Not stated.		Not stated.		Not stated.	
Thirteenth and Fifteenth Streets,	5,981,089	14,066	46	194,752	08	208,788	49
Transverse,	2,122,864	8,603	49	87,783	76	101,887	25
Union, Philadelphia,	11,748,313	26,231	00	496,448	96	522,669	95
West Philadelphia,							
West Philadelphia,	326,888	8,266	12	18,965	36	17,231	48
Wilkes-Barre and Kingston,	452,021	486	23	13,176	88	12,668	11
Williamsport,							
Total,	\$142,242,194	\$380,018	80	\$4,586,686	26	\$6,086,706	06

* Leased to Union Passenger Railway Company. † Leased to Citizens' and Seventeenth and Nineteenth Streets Passenger Companies.
 ‡ Leased to People's Passenger Railway Company. § Operated by West Philadelphia Passenger Railway Company. || Operated by Philadelphia and Gray's Ferry Passenger Company.
 ¶ Included in report of Philadelphia Traction Company.

TABLE D.—RECEIPTS.

NAME OF COMPANY.	Passengers.	Rent.	Manure.	Other Sources.	Total.
Allentown,	\$13,307	43	96	\$899	74
Bradford and Kendall,	9,382	40	80
Central, Pittsburgh,	46,683	60	60
Chester,	33,756	54	50
Citizens', Philadelphia,	322,323	46	83
Citizens', Pittsburgh,	210,049	28	89
City, Altoona,	19,940	08	56
Coalville,	8,067	44	08
Continental,	61
Easton and South Easton,	8,229	58	00
Empire,	246,646	07	85
Erie City,	24,891	85	07
Federal Street and Pleasant Valley,	75,899	67	85
Frankford and Southwark,	545,217	25	21
Germanatown,*	90
Green and Coates Streets, Philadelphia.*
Harrisburg City,	22,175	95	24
Hestonville, Mantua and Fairmount,	254,760	60	09
Johnstown,	23,127	12	54
Lancaster City,	1,770	33	53
Lombard and South Street,	174,482	77	11
People's Street, Lackawanna county,	47,811	93	69
People's, Philadelphia,	847,803	44	25
Parklomen Avenue,	17,628	70	32
Philadelphia City,	Leased.	97
Philadelphia and Darby,
Philadelphia and Gray's Ferry,	143,766	18	71
Philadelphia Traction,	1,778,188	50	19
Pittsburgh, Allegheny and Manchester,	176,264	22	07
Pittsburgh and Birmingham,	111,810	00	00
Pittsburgh, Oakland and East Liberty,	98,170	33	11
Pittsburgh and West End,	44,625	62	18
Pittsburgh Union,	72,003	25	25
Pittston,	4,351	87	27
Reading City,	22,626	60	31
Ridge Avenue, Philadelphia,	324,968	95	66
Second Avenue,	26,691	58	58

Schuylkill River. †	530,951	97	..	15,000	00	6,471	44	1,100	00	538,523	41
Second and Third Streets,	†	19	..	63	00	..	00	15,000	00
Seventeenth and Nineteenth Streets,	Not stated.	59	..	1,800	00	75	00	231	52	27,654	71
South Side,	814,108	67	..	184	25	..	60	1,800	00
Stroudsburg,	104,578	36	47	317,731	44
Thirteenth and Fifteenth Streets,	683,384	38	3,431	60	57	00	106,945	44
Transverse,	28,212	39	..	150,000	00	237	92	1,068	85	909,583	23
Union, Philadelphia,	19,368	93	6,168	47	230,030	40	150,000	00
West Philadelphia,	756	93	28,969	82
Wilkes-Barre and Kingston,	26	08	19,448	01
Williamsport,	53	00
Total,	\$7,459,302	67	\$432,013	67	\$54,794	02	\$332,958	71	\$8,329,069	07	

* Leased to People's Passenger Railway Company. † Operated by Philadelphia and Gray's Ferry Passenger Railway Company.

† Included in report of Philadelphia Traction Company.

TABLE E.—ACCIDENTS.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Citizens', Philadelphia,		1						1
Citizens', Pittsburgh,	2				1	1	1	1
City, Altoona,		1	1				1	1
Empire,		5	1		1	2	3	2
Frankford and Southwark,	1	1						7
Harrisburg City,		1						1
Hestonville, Mantua and Fairmount,		13		13	1	15	1	1
People's, Philadelphia,					2		2	4
People's Street, Lackawanna county,					1		1	1
Pittsburgh and Birmingham,		2		1	1	2	1	5
Pittsburgh, Allegheny and Manchester,		1						3
Pittsburgh Union,	1					1	1	2
Ridge Avenue, Philadelphia,		1						3
Second Avenue, Pittsburgh,		2		1				3
Transverse,	3	3					3	3
Williamsport,				1	1		1	1
Total,	7	30	2	17	8	25	17	73

COMPARATIVE STATEMENT FOR FIVE YEARS—Capital Stock paid in.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Allentown,	\$45,260	\$45,260	\$45,260	\$45,260	\$45,260
Bradford and Kendall,	00	00	00	00	00
Central, Pittsburgh,	27,750	27,250	100,000	100,000	100,000
Chester,	00	00	00	00	00
Citizens', Philadelphia,	192,500	192,500	192,500	192,500	192,500
Citizens', Pittsburgh,	192,000	192,000	200,000	200,000	200,000
City, Altoona,	00	00	00	53,000	68,000
Coalville,	62,675	62,675	62,675	62,675	62,675
Continental,	680,000	680,000	680,000	680,000	680,000
Easton and South Easton,	29,562	29,562	29,562	29,562	29,562
Empire,	50,000	50,000	50,000	50,000	50,000
Erie City,	100,000	100,000	100,000	100,000	100,000
Federal Street and Pleasant Valley,	600,000	600,000	600,000	600,000	600,000
Frankford and Southwark,	572,860	572,860	572,860	572,860	572,860
Germanatown,	150,000	150,000	150,000	150,000	150,000
Green and Coates Streets, Philadelphia,	50,000	50,000	62,500	62,500	62,500
Harrisburg City,	299,381	299,381	299,381	299,381	299,381
Hestonville, Mantua and Fairmount,	86	86	86	86	86
Johnstown,	00	00	00	00	00
Lancaster City,	00	00	00	00	00
Lehigh Avenue,	195,000	194,982	242,467	285,555	284,398
Lombard and South Street,	124,744	460,000	560,000	560,000	560,000
People's, Philadelphia,	150,000	150,000	150,000	150,000	150,000
People's Street, Scranton,	40,000	40,000	40,000	40,000	40,000
Parktonen Avenue,	475,000	475,000	475,000	475,000	475,000
Philadelphia City,	00	00	00	00	00
Philadelphia and Garby,	00	200,000	200,000	200,000	200,000
Philadelphia and Gray's Ferry,	00	308,750	308,750	308,750	308,750
Philadelphia Traction,	00	00	00	00	00
Pittsburgh, Allegheny and Manchester,	300,000	350,000	350,000	350,000	350,000
Pittsburgh and Birmingham,	150,000	162,000	162,000	174,000	186,000
Pittsburgh, Oakland and East Liberty,	150,000	150,000	150,000	150,000	150,000

* Unknown to present officers.

COMPARATIVE STATEMENT FOR FIVE YEARS—Capital Stock paid in—Continued.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Pittsburgh Union,	14	14	14	00	00
Pittsburgh and West End,	\$17,060	\$17,060	\$17,060	\$69,375	\$69,375
Pittston,	18,862	18,862	18,862	26,060	26,060
Reading City,	40,550	40,550	40,550	10,000	10,000
Ridge Avenue, Philadelphia,	420,000	420,000	420,000	40,550	40,550
Schuylkill River,	50,000	50,000	50,000	420,000	420,000
Soranton,	50,000	50,000	50,000	50,000	50,000
Second Avenue, Pittsburgh,	771,076	771,076	771,076	1,000	1,000
Second and Third Streets,	250,000	250,000	250,000	1,060,200	80,000
Seventeenth and Nineteenth Streets,	88,400	88,400	88,400	250,000	771,076
South Side,	26,600	26,600	26,600	88,400	250,000
Stroudsburg,	834,529	834,529	834,529	26,600	88,400
Thirteenth and Fifteenth Streets,	425,000	425,000	425,000	834,529	26,600
Transverse,	750,000	750,000	750,000	175,000	834,529
Union, Philadelphia,	100,000	100,000	100,000	175,000	175,000
West Philadelphia,	40,600	40,600	40,600	925,000	925,000
Wilkes-Barre and Kingston,	88,098,911	88,435,879	89,465,672	750,000	750,000
Williamsport,	19	69	95	100,000	100,000
Total,	19	69	95	60,000	60,000
				\$10,262,758	\$12,249,472
				44	65

COMPARATIVE STATEMENT FOR FIVE YEARS—Amount of Funded and Floating Debt.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Allentown,	\$12,000 00	\$12,000 00	\$11,000 00	\$13,000 00	\$13,000 00
Bradford and Kendall,	16,974 21	20,070 61	30,636 46	36,708 34	12,000 56
Central, Pittsburgh,	55,754 84	54,245 13	67,877 48	77,863 29	87,854 00
Citizens', Pittsburgh,	19,242 94	27,881 31	16,254 04	14,821 16	78,000 00
Coalville,	350,000 00	350,000 00	350,000 00	350,000 00	18,491 40
Continental,	8,000 00	6,800 00	8,300 00	7,800 00	350,000 00
Easton and South Easton,	200,000 00	200,000 00	200,000 00	200,000 00	14,692 82
Empire,	75,000 00	98,000 00	11,500 00	25,000 00	200,000 00
Erie City,	102,000 00	102,000 00	93,000 00	96,000 00	33,000 00
Federal Street and Pleasant Valley,	102,000 00	102,000 00	102,000 00	102,000 00	101,000 00
Frankford and Southwark,	227,500 00	227,500 00	227,500 00	227,500 00	102,000 00
German town,	121,916 68	121,916 68	121,916 68	121,916 68	227,500 00
Green and Coates Streets, Philadelphia,	7,049 05	12,271 27	121,916 68	121,916 68	227,500 00
Harrisburg City,	515,704 00	531,184 60	525,754 00	528,954 00	121,916 68
Hestonville, Mantua and Fairmount,	62,500 00	145,413 88	200,212 08	350,975 77	514,964 47
Lancaster City,	20,000 00	21,782 87	21,049 66	20,930 63	1,400 00
Lombard and South Street,	105,815 48	105,815 48	2,756,501 52	2,484,948 34	185,886 00
People's Street, Scranton,	500 00	2,000 00	3,000 00	3,000 00	23,243 66
People's, Philadelphia,	300,000 00	300,000 00	300,000 00	300,000 00	2,862,517 19
Perkiomen Avenue,	100,000 00	100,000 00	100,000 00	100,000 00	2,500 00
Philadelphia City,	18,500 00	18,500 00	18,500 00	18,500 00	300,000 00
Philadelphia and Gray's Ferry,	105,000 00	105,000 00	128,000 00	205,000 00	100,000 00
Pittsburgh, Allegheny and Manchester,	40,000 00	40,000 00	96,138 35	96,000 00	28,500 00
Pittsburgh and Birmingham,	85,872 58	97,523 08	98,285 54	98,277 66	210,000 00
Pittsburgh, Oakland and East Liberty,	21,533 57	17,500 00	21,319 99	16,000 00	84,000 00
Pittsburgh and West End,	6,920 33	8,571 50	2,650 00	13,147 42	113,540 46
Pittston,	100,000 00	134,500 00	134,500 00	134,500 00	16,700 00
Reading City,	28,553 81	31,587 97	84,761 96	31,480 44	117,833 34
Second Avenue, Pittsburgh,	100,000 00	100,000 00	120,797 50	160,000 00	14,000 00
Seventeenth and Nineteenth Streets,	100,000 00	100,000 00	120,797 50	160,000 00	34,204 80
South Side,	100,000 00	100,000 00	120,797 50	160,000 00	134,500 00
Thirteenth and Fifteenth Streets,	100,000 00	100,000 00	120,797 50	160,000 00	37,920 35
					168,335 00

COMPARATIVE STATEMENT FOR FIVE YEARS—Amount of Funded and Floating Debt—Continued.

NAME OF COMPANY.	1890.	1891.	1892.	1893.	1894.
Transverse,	\$500,000 00	\$500,000 00	\$193,219 95	\$205,000 00	\$222,645 63
Union, Philadelphia,	246,000 00	246,000 00	500,000 00	500,000 00	730,300 00
West Philadelphia,	246,000 00	246,000 00	246,000 00
Williamsport,	10,133 84	12,749 25	7,454 19
Total,	\$3,544,863 28	\$4,276,682 90	\$6,750,808 56	\$6,891,906 32	\$6,950,400 55

COMPARATIVE STATEMENT FOR FIVE YEARS—Cost of Road and Equipment.

NAME OF COMPANY.	1890.	1891.	1892.	1893.	1894.
Allentown,	\$36,418	\$37,918	\$37,873	\$38,215	\$38,320
Bradford and Kendall,	50,949	53,210	130,489	156,243	17,564
Central, Pittsburgh,	306,678	306,777	118,745	83,484	89,586
Chester,	191,472	180,570	211,238	229,671	319,134
Citizens', Philadelphia,	46,917	46,917	46,917	52,719	229,270
Citizens', Pittsburgh,	390,355	390,355	390,355	390,355	68,000
City, Altoona,	25,962	25,962	25,962	25,962	00
Coalville,	106,000	106,000	106,000	106,000	00
Continental,	59,781	61,992	61,992	76,271	46,917
Easton and South Easton,	140,000	140,000	140,000	140,000	01
Empire,	938,887	931,738	931,738	950,782	390,355
Erie City,	948,166	950,782	950,782	950,782	25,962
Federal Street and Pleasant Valley,	247,564	258,181	258,181	258,181	Not stated.
Frankford and Southwark,	43,351	50,022	55,777	59,971	89,009
German town,	538,919	540,189	538,479	59,963	140,000
Green and Coates Streets, Philadelphia,	276,199	306,637	334,182	641,774	982,175
Harrisburg City,	213,706	920,905	251,177	236,343	Not stated.
Hestonville, Mantua and Fairmount,	163,101	168,582	169,032	173,290	63,563
Johnstown,	87,260	90,250	92,680	89,820	537,994
Lancaster City,	266,606	266,606	266,606	266,606	84,182
Lombard and South Street,	862,138	875,227	875,842	875,842	9,391
People's, Philadelphia,	135,887	140,163	145,879	145,879	658,566
People's Street, Lackawanna county,	39,740	44,057	44,723	47,119	289,547
Perkiomen Avenue,	280,450	305,243	298,185	294,700	173,460
Philadelphia and Darby,	182,208	193,042	193,366	148,494	92,265
Philadelphia and Gray's Ferry,	26,765	26,765	26,765	10,000	Not stated.
Philadelphia City,	47,223	47,223	48,223	62,515	276,776
Pittsburgh and Birmingham,	569,791	561,867	560,867	562,617	875,842
Pittsburgh and West End,	195,310	195,310	195,310	195,310	166,000
Pittsburgh, Allegheny and Manchester,	195,310	195,310	195,310	195,310	50,189
Pittsburgh, Oakland and East Liberty,	195,310	195,310	195,310	195,310	286,256
Pittsburgh Union,	195,310	195,310	195,310	195,310	190,107
Pittston,	195,310	195,310	195,310	195,310	147,684
Reading City,	195,310	195,310	195,310	195,310	10,000
Ridge Avenue, Philadelphia,	195,310	195,310	195,310	195,310	67,043
Schuylkill River,	195,310	195,310	195,310	195,310	569,418
Second and Third Streets,	195,310	195,310	195,310	195,310	47,463
					931,178

COMPARATIVE STATEMENT FOR FIVE YEARS—Cost of Road and Equipment—Continued.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Second Avenue, Pittsburgh,	60	60	60	60	00
Seventeenth and Nineteenth Streets,	\$229,246	\$229,246	\$229,246	\$229,246	\$35,750
South Side,	81,851	81,851	81,851	81,851	239,246
Stroudsburg,	24,127	24,127	24,627	25,027	81,851
Thirteenth and Fifteenth Streets,	335,848	335,848	354,851	358,102	24,627
Transverse,	75	75	855,488	866,906	831,566
Union, Philadelphia,*	72	00	1,933,375	61	366,906
West Philadelphia,	986,923	1,052,284	1,074,825	2,192,851	2,491,250
Wilkes-Barre and Kingston,	37	37	94,833	1,082,238	1,141,871
Williamsport,	38,439	30	77,658	89,432	94,833
Total,	\$11,503,466	\$12,549,845	\$11,569,401	\$13,645,746	\$8,863
	71	69	82	22	55
					\$11,997,469

* Including real estate 1883 and 1884.

COMPARATIVE STATEMENT FOR FIVE YEARS—Number of Passengers (all classes) Carried in Cars.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Allentown,	149,089	167,973	168,572	207,976	173,640
Bradford and Kendall,	320,148	320,148	320,148	320,148	187,648
Central, Pittsburgh,	577,408	577,408	577,408	577,408	983,552
Chester,	5,615,494	5,788,948	5,689,947	6,077,066	702,128
Citizens', Philadelphia,	8,228,718	4,063,640	4,126,362	4,308,806	6,069,498
Citizens', Pittsburgh,	83,617	108,288	115,898	898,465	4,602,438
City, Altoona,	140,679	163,587	169,981	114,056	419,540
Coalville,	2,442,448	2,681,473	2,981,102	3,642,974	99,941
Easton and South Easton,	265,177	306,931	317,972	396,981	158,696
Empire,	1,261,943	1,888,753	1,608,040	1,601,157	4,391,970
Erle City,	8,103,291	8,553,907	9,509,207	9,186,168	513,591
Federal Street and Pleasant Valley,	12,068,819	10,167,849	9,509,207	9,186,168	1,647,658
Frankford and Southwark,	3,405,350	2,348,744	367,243	408,615	9,818,910
Green and Coates Streets, Philadelphia,	241,324	316,201	4,687,840	4,673,736	409,331
Harrisburg City,	4,828,214	4,609,954	4,687,840	390,748	4,776,091
Hestonville, Manius and Fairmount,	1,416,194	1,532,669	2,696,652	3,216,274	35,964
Johnstown,	1,320,819	6,432,851	20,554,527	20,053,497	3,640,730
Lancaster City,	337,272	887,880	476,471	603,815	20,797,788
Lombard and South Street,	188,092	278,037	372,073	377,528	708,188
People's Street, Lackawanna county,	9,440,591	10,015,323	9,383,055	9,597,718	374,707
Perkiomen Avenue,	2,411,668	2,474,788	2,684,490	2,884,623	2,983,813
Philadelphia City,	2,857,172	2,974,168	3,219,197	3,301,226	30,895,189
Philadelphia and Gray's Ferry,	1,894,359	2,125,985	1,623,871	2,015,136	3,870,500
Philadelphia Tracton,	1,133,184	1,216,991	1,428,444	1,657,002	2,236,200
Pittsburgh, Allegheny and Manchester,	998,195	755,323	848,192	891,054	1,602,096
Pittsburgh and Birmingham,	43,785	49,842	331,289	352,175	1,463,546
Pittsburgh, Oakland and East Liberty,	250,496	298,891	5,510,259	5,757,020	853,941
Pittsburgh Union,	5,004,575	5,298,496	5,510,259	5,757,020	87,110
Pittsburgh and West End,	5,004,575	5,298,496	5,510,259	5,757,020	421,961
Pittston,	5,004,575	5,298,496	5,510,259	5,757,020	6,283,481
Reading City,	5,004,575	5,298,496	5,510,259	5,757,020	587,292
Ridge Avenue, Philadelphia,	5,004,575	5,298,496	5,510,259	5,757,020	587,292
Second Avenue, Pittsburgh,	5,004,575	5,298,496	5,510,259	5,757,020	587,292

COMPARATIVE STATEMENT FOR FIVE YEARS—Number of Passengers (all classes) Carried in Cars—Continued.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Second and Third Streets,	9,006,646	9,156,392	9,504,889	9,595,459	9,424,798
South Side,	522,459	425,100	681,498	586,092	546,708
Stroudsburg,	23,041	28,172	26,954	28,788
Thirteenth and Fifteenth Streets,	5,140,046	5,198,638	5,337,803	5,421,922	5,981,089
Transverse,	1,630,509	2,144,636	2,122,364
Union, Philadelphia,	20,053,880	20,980,569	21,864,841	22,741,228	*11,743,513
West Philadelphia,	8,768,080	9,164,615	9,070,422	9,561,867
Wilkes-Barre and Kingston,	202,819	275,150	290,400	337,100	328,888
Williamsport,	383,475	432,837	468,642	484,355	452,021
Total,	113,190,754	121,023,456	125,880,656	136,274,685	142,242,194

* From January 1, to June 30, 1884. Remaining six months of 1884 included in report of Philadelphia Traction Company.

COMPARATIVE STATEMENT FOR FIVE YEARS—Expenses.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Allentown,	\$8,476	\$9,979	\$11,652	\$12,989	\$12,624
Bradford and Kendall,	19,445	22,754	35,072	45,794	6,659
Central, Pittsburg,	11	15	86	59	43,986
Chester,	39	224,425	244,659	225,807	23,161
Citizens', Philadelphia,	75	121,165	185,247	147,561	210,505
Citizens', Pittsburg,	88	5,472	6,432	19,488	171,900
City, Altoona,	53	7,146	6,662	7,749	16,925
Coalville,	58	9,789	12,907	11,742	7,180
Continental,	80	48,781	58,898	63,188	120,000
Easton and South Easton,	82	298,600	816,644	900,660	23,848
Erie City,	55	263,158	82	55	60,840
Federal Street and Pleasant Valley,	18	76,803	17,734	15,697	843,589
Frankford and Southwark,	74	16,619	203,631	215,689	211,253
German town,	49	209,055	24	24	21,356
Green and Coates Streets, Philadelphia,	65	80,431	105,558	119,005	1,502
Harrisburg City,	35	29,875	27,872	88,932	127,944
Hestonville, Mantua and Fairmount,	98	240,451	831,237	479,695	45,832
Johnstown,	74	16,338	28,614	15,774	483,184
Lancaster City,	86	373,987	350,712	342,638	15,691
Lombard and South Street,	56	98,646	91,620	93,038	8,313
People's Street, Lackawanna county,	50	102,367	119,492	116,418	91,407
People's, Philadelphia,	45	85,828	73,881	80,040	1,043,243
Perkiomen Avenue,	33	71,797	66,213	84,781	144,319
Philadelphia City,	55	33,923	18,517	34,272	98,289
Philadelphia and Gray's Ferry,	66	87,465	1,742	68,446	83,984
Philadelphia Traction,	80	1,742	1,742	3,636	35,946
Pittsburgh, Allegheny and Manchester,	21	13,431	17,432	16,090	69,534
Pittsburgh and Birmingham,	90	146,519	161,867	189,555	4,112
Pittsburgh, Oakland and East Liberty,	80	305,182	326,202	358,906	4,112
Pittsburgh and West End,	48	26,311	43,510	35,773	24,683
Pittsburg Union,	33	38	84	86	204,401
Pitston,	38	38	84	86	21,223
Reading City,	38	38	84	86	328,618
Ridge Avenue, Philadelphia,	38	38	84	86	32,903
Second Avenue, Pittsburg,	38	38	84	86	32,903
Second and Third Streets,	38	38	84	86	32,903
South Side,	38	38	84	86	32,903

COMPARATIVE STATEMENT FOR FIVE YEARS—Expenses—Continued.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Stroudsburg,	\$2,511	\$2,723	\$3,027	\$3,095	\$208,798
Thirteenth and Fifteenth Streets,	184,889	179,849	194,004	203,507	101,887
Transverse,			82,161	92,746	522,669
Union, Philadelphia,	758,875	792,461	896,727	899,238	
West Philadelphia,	333,969	370,657	336,000	354,303	
Wilkes-Barre and Kingston,	12,604	14,790	14,973	18,896	17,231
Williamsport,	11,491	11,468	13,493	11,626	12,663
Total,	\$3,741,045	\$4,548,170	\$4,868,563	\$4,753,263	\$5,086,705
					06

COMPARATIVE STATEMENT FOR FIVE YEARS—Receipts.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Allentown,	89,497	\$11,175	\$14,787	\$18,964	\$14,814
Bradford and Kendall,	16,247	24,247	30	77	80
Central, Pitsburgh,	29,953	24,866	86,113	48,223	46,683
Chester,	380,835	362,555	407,642	437,027	420,845
Citizens', Philadelphia,	225,128	210,610	186,990	200,687	212,943
Citizens', Pitsburgh,	6,871	7,952	9,062	19,718	20,115
City, Altoona,	54	99	71	20	61
Coalville,	50,000	120,000	9,375	8,332	120,000
Continental,	8,062	8,964	15,544	15,966	12,764
Eakon and South Eakon,	13,411	70,578	86,021	78,855	246,646
Empire,	64,764	481,492	634,800	519,145	28,124
Federal Street and Pleasant Valley,	456,389	443,150	60,000	60,000	88,529
Frankford and Southwark,	487,069	129,889	37,431	259,009	554,731
German town,	186,706	34,163	268,033	19,748	24,120
Green and Coates Streets, Philadelphia,	31,841	272,457	64	12	24
Harrisburg City,	261,806	78,479	183,878	158,825	260,490
Hestonville, Mantua and Fairmount,	74,940	466,034	1,185,741	1,281,579	28,775
Johnstown,	75,171	23,875	35,426	43,941	1,770
Lancaster City,	25,305	16,338	20,701	19,759	178,379
Lombard and South Street,	10,069	186,587	187,997	139,914	856,268
People's, Philadelphia,	133,165	666,477	524,569	534,674	49,646
People's Street, Lackawanna county,	525,479	105,451	81,738	101,290	18,646
Perkiomen Avenue,	94,755	40,152	45,240	47,350	32
Philadelphia and Gray's Ferry,	63,840	210,079	193,802	268,285	147,216
Philadelphia City,	154,490	78,169	88,398	100,897	144,269
Philadelphia Traddon,	74,448	75	14	4,805	1,793,535
Pittsburgh and Birmingham,	3,160	8,457	29,558	33,990	111,810
Pittsburgh and West End,	17,720	19,290	27,550	30,897	111,810
Pittsburgh, Allegheny and Manchester,	261,557	274,753	541,147	546,546	44,988
Pittsburgh, Oakland and East Liberty,	511,074	519,308	73	06	183,773
Pittsburgh Union,	78	14	13	11	98,198
Pittston,	55	63	26	11	77,930
Reading City,	11	42	46	06	77,930
Ridge Avenue, Philadelphia,					4,982
Second and Third Streets,					26,048
					326,341
					538,523

COMPARATIVE STATEMENT FOR FIVE YEARS—Receipts—Continued.

NAME OF COMPANY.	1990.	1891.	1892.	1893.	1894.
Second Avenue, Pittsburgh,	\$15,000	\$15,000	..	\$15,000	\$25,991
Seventeenth and Nineteenth Streets,	28,558	21,860	..	32,974	15,000
South Side,	5,765	5,790	95	4,631	27,654
Stroudsburg,	288,706	294,147	83	838,936	1,800
Thirteenth and Fifteenth Streets,	108,604	817,781
Transverse,	1,173,515	1,229,523	80	1,850,841	105,945
Union, Philadelphia,	475,988	505,175	87	1,844,948	909,583
West Philadelphia,	18,397	22,148	67	28,569	160,000
Wilkes-Barre and Kingston,	15,875	16,819	78	23,212	28,969
Williamsport,	19,448
Total,	\$6,163,392	\$6,858,319	\$7,268,948	\$7,808,207	\$8,859,069
	23	22	00	71	07

COMPARATIVE STATEMENT FOR FIVE YEARS—Interest on Funded Debt and Cash or Stock Dividends Declared.

NAME OF COMPANY.	INTEREST ON FUNDED DEBT.					DIVIDEND DECLARED.				
	1880.	1881.	1882.	1883.	1884.	1880.	1881.	1882.	1883.	1884.
Allentown,	7	6	5	5	5					
Central, Pittsburgh,		6	6	6	6					
Central, Reading,	7									
Chester,										9 per cent.
Citizens', Philadelphia,						\$11 50	\$11 50	\$12 00	\$12 00	\$15 00
Citizens', Pittsburgh,	5	5	5	5	5	14	18 00	6 00	9 00	10 per cent.
City, Altoona,									3 per cent.	3½ per cent. on \$53,000.
Coalville,	6	6	6	6	6					
Continental,	6	6	6	6	6					6 00
Empire,	7	7	7	7	7					1 75
Erie City,			6		6		11	10		
Federal Street and Pleasant Valley,		6	6	6	6		4½	25	10	
Frankford and Southwark,	7	7	7	7	7		8		24	30 per cent.
Germantown,	7 & 5	7 & 5	7 & 5	Not given.	5		7			
Green and Coates Streets, Philadelphia,	6	6	6	6	6		12	6	12	
Harrisburg City,							6		6	8 per cent.
Hestonville, Mantua and Fairmount,	6 & 7	6	6	6	6					
Johnstown,									8	4 per cent.
Lombard and South Street,	7	7	7 & 5	7 & 5	5 & 7					2 per cent.
People's Street, Lackawanna county,	7	7	7	7	6			4		
People's, Philadelphia,	7	7 & 5	7 & 5	5 & 7	5 & 7		2	4		
Perkiomen Avenue,			7½				2½	5		
Philadelphia City,	6 & 7	7 & 5	7	5 & 7	5 & 7					13 per cent.
Philadelphia and Darby,	7	7	7	7	7					
Philadelphia and Gray's Ferry,			5 & 7	Not given.	6	3 00	2 75	2 25	2 50	3 50
Pittsburgh, Allegheny and Manchester,	8	8	8	6 & 8	6 & 8	6 00	11	4 50	1 per cent.	4 per cent.
Pittsburgh and Birmingham,	7½	7½		7½	7½					
Pittsburgh, Oakland and East Liberty,	7	7	6	6	6			5 50		
Pittsburgh and West End,	6		6	6	6	10 50			9 81½ scrip.	\$3 cash and \$3 33½ scrip.
Pittsburgh Union,										
Pittston,	7	7		5	5				6 per cent.	8 per cent.
Reading City,				5	5		9	4	4	

COMPARATIVE STATEMENT FOR FIVE YEARS—Interest on Funded Debt and Cash or Stock Dividends Declared—Continued.

NAME OF COMPANY.	INTEREST ON FUNDED DEBT.					DIVIDEND DECLARED.				
	1880.	1881.	1882.	1883.	1884.	1880.	1881.	1882.	1883.	1884.
Ridge Avenue, Philadelphia,	\$6 00	.	\$0 50	\$6 00	25 per cent.
Schuylkill River,	50	\$0 50
Second Avenue, Pittsburgh,	6
Second and Third Streets,	18	12	13	16 per cent.	16 per cent.
Seventeenth and Nineteenth Streets,	7	7 & 6	7 & 5	7 & 5	6	.	.	6	6	6 per cent.
South Side,	7	7	7	7	.	6½	.	.	.
Stroudsburg,	2	5	.
Thirteenth and Fifteenth Streets,	7	7	7	7	7	.	4	6	7	8 per cent.
Transverse,	6
Union, Philadelphia,	6 & 7	6 & 5	6 & 5	6 & 5	6 & 5	.	.	.	240,000 00	.
West Philadelphia,	6	6	6	.	6	19 per cent.
Wilkes-Barre and Kingston,	8	5	.	6	6 per cent.

COMPARATIVE STATEMENT FOR FIVE YEARS—Accidents.

NAME OF COMPANY.	1880.		1881.		1882.		1883.		1884.	
	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.
Central, Pittsburgh.	3	8	1	1	1	2	1	2	1	1
Citizens', Philadelphia.			4		1	1	1	2	3	1
Citizens', Pittsburgh.									1	2
City, Altoona.										
Empire.										
Erie City.	1	1	1	4						
Federal Street and Pleasant Valley.	1	5			2	6		4	8	7
Frankford and Southwark.	2	1							1	1
Harrisburg City.		1	4						1	1
Hestonville, Mantua and Fairmount.	1	1	4					5		
Lombard and South Street.	1	1	3	8	1	4	3	8	2	41
People's, Philadelphia.			3	1		16	1	1		1
People's Street, Lackawanna county.										
Perkionen Avenue.	1									
Philadelphia and Gray's Ferry.	1	1	1							
Philadelphia City.		6	1	4	3	2	1	8	1	5
Pittsburgh and Birmingham.		1	1	1				3		
Pittsburgh and West End.	2	1	1							
Pittsburgh, Allegheny and Manchester.	1	1	1		2	1	1	4		3
Pittsburgh, Oakland and East Liberty.				2					1	1
Pittsburgh Union.				2				3		2
Ridge Avenue, Philadelphia.	1		2				1	2		3
Second and Third Streets.	1		1				1	3		8
Second Avenue, Pittsburgh.										
Thirteenth and Fifteenth Streets.			1	2	1	1		2	3	3
Transverse.										
Union, Philadelphia.								1		
West Philadelphia.		10								
Wilkes-Barre and Kingston.			1						1	1
Total.	16	31	19	28	11	33	15	70	17	78



TABULATED RESULTS

COMPILED FROM CANAL REPORTS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as au- thorized by law.	Total amount now paid in of capital stock.	Total amount of funded debt.	Total amount of floating debt.	Total amount of funded and float- ing debt.
Delaware and Hudson,	Unlimited.	\$23,500,000 00	\$15,378,000 00	..	\$15,378,000 00
Delaware Division,	\$2,400,000 00	1,633,350 00	16,800,000 00	..	16,800,000 00
Lehigh Coal and Navigation,	Unlimited.	12,330,450 00	116,551,250 00	\$754,492 27	117,305,742 27
Mohongahela Navigation,	Unlimited.	1,033,750 00	2,880,000 00	10,000 00	3,890,000 00
Pennsylvania,	5,000,000 00	4,501,200 00	2,842,000 00	..	2,842,000 00
Schuylkill Navigation,	..	3,975,912 00	8,517,888 38	450,688 65	8,968,573 01
Susquehanna,	Unlimited.	2,002,748 00	2,801,310 58	4,477,709 41	8,279,019 99
Union,	2,907,850 00	2,407,850 00	3,000,000 00	5155,000 00	8,165,000 00
Total,	..	\$51,915,258 00	\$50,370,448 94	\$1,847,885 33	\$52,218,334 27

¹ Less \$2,557,500 assumed by the Central Railroad Company of New Jersey.

² \$52,000 of five per cent. bonds held by the company itself.

³ Common, \$890,800; preferred, \$3,285,100; scrip, \$12.

⁴ Of this, \$456,427 08 is interest on funded debt.

⁵ About.

TABLE B.—CHARACTERISTICS OF CANAL.

NAME OF COMPANY.	Cost of canal and fixtures.	Length of main line of the canal.	Number of branch or leased canals.	Width at top water line.	Width at bottom.	Depth of water.	Number of basins.	Number of locks.	Number of weigh locks.	Number of bridges.	Number of dams.	Number of miles of slack water.	Number of boats owned by the company.	Value of real estate held by the company, exclusive of canal.
Delaware and Hudson,	\$6,339,210	49	108	Feet. 48	Feet. 32	Feet. 6	6	182	2	136	40	3	717	\$5,000
Delaware Division,	2,433,350	00	60	44	26	6	4	33	1	88	9	12	1750	200,000
Lehigh Coal and Navigation,	3,000,000	00	48	60 to 100	45	6	5	58	10	10	7	86	2688	25,548
Monongahela Navigation,	1,573,277	56	186	45 to 60	30 to 40	4 to 6	60	10	3	467	19	11	288	25,548
Pennsylvania,	Not stated.	324	824	45 to 60	30 to 40	4 to 6	19	71	1	121	31	47.98	288	25,548
Schuylkill Navigation, ¹	Not stated.	108.23	108.23	60 to 90	40 to 45	6	19	71	1	121	31	47.98	288	25,548
Susquehanna and Tide Water, ²	4,931,345	53	45	50	30	5½ to 6	2	43	1	18	4	2	6	25,548
Union,	5,907,850	00	77.64	43	28	4½	8	98	2	73	16	5	128	25,548
Total,	\$24,185,033	53	856.87	5	28	6	98	575	9	913	123	166.98	2,849	\$230,548

¹ All owned and run by private parties.
delphia and Reading Railroad Company.² 339 of these owned and run by private parties.
³ 92 of these owned and run by private parties.⁴ All slack water.
⁵ 14½ miles in Maryland.⁶ Leased to Phila-

TABLE C.—TONNAGE, EXPENSES, AND RECEIPTS.

NAME OF COMPANY.	Gross amount of tonnage in- cluding branches and leased canals.	EXPENSES.			RECEIPTS.	
		Maintaining the canal or real estate of the corporation.	Operating the canal.	Total.	Total.	Total.
Delaware and Hudson, Delaware Division.*	1,824,894	\$91,170	\$80,341	\$171,511	1854,171	56
Lehigh Coal and Navigation, Monongahela Navigation,	762,588	69,265	119,842	189,107	2,167,737	64
Pennsylvania, Schenectady Navigation,	649,517	55,683	44,655	100,339	209,287	97
Susquehanna and Tide-Water, Union,	362,902	185,682	26,719	192,372	815,412	22
	320,487	110,409	68,687	179,096	881,762	88
	16,165	33,123	15,616	48,737	55,640	46
		10,966	10,878	21,844	22,983	83
Total,	3,726,553	\$536,269	\$366,740	\$903,010	\$3,206,856	55

*The canal is used almost exclusively in transporting the coal of the company, and the receipts given are from miscellaneous sources.

²Reported partly in tons and partly in barrels, bushels, feet, &c., and incapable of reduction to tons in this table. ³Reported by Philadel-
phia and Reading Railroad Company, lessee.

* Included in report of Lehigh Coal and Navigation Company, lessee.

TABLE D.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

NAME OF COMPANY.	Lumber.	COAL.		Pig-iron.	Other iron or castings.
		Anthracite.	Bituminous.		
Delaware and Hudson,	24,556	1,089,389	199	235 including ores.	castings and
Delaware Division.*	28,259,446	536,210,446	2,944,446	29,003,446	435,446
Lehigh Coal and Navigation,	96,866	498,528	911	121	48
Monongahela Navigation.†	88,861	557,795	1,648	120	1
Pennsylvania,	11,209	274,382	1,648	120	1
Schuylkill Navigation,	3,169	8,681,456	1,648	120	1
Susquehanna and Tide-Water,	202,920,446	2,964,985,406	5,702,446	28,862,446	604,446
Union,					
Total,					

* Included in report of Lehigh Coal and Navigation Company, lessee.

† See note to Table C.

TABLE D.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS—Continued.

NAME OF COMPANY.	Iron and other ores.	Lime and lime-stone.	Agricultural products.	Merchandise and manufactures.	Other articles.
Delaware and Hudson,	4,183	167,574	38,758
Delaware Division.*	73,183	15,110	6,756	40,500
Lehigh Coal and Navigation,	30,179	183	183	183	183
Monongahela Navigation.†	14,692	71	28,083
Pennsylvania,	12,197	13,653	7,606	34,053
Schuylkill Navigation,	643	6,649	171	9,791	10,804
Susquehanna and Tidewater,	3,178	6,003	1,136
Union,	115,538	151,834
Total,	48,019	183	21,284	191,798	183

* Included in report of Lehigh Coal and Navigation Company, lessee.

† See note to Table C.

COMPARATIVE STATEMENT FOR FIVE YEARS—Amount of Capital Stock Paid in.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Delaware and Hudson,	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$23,500,000
Delaware Division,	1,633,350	1,633,350	1,633,350	1,633,350	1,633,350
Lehigh Coal and Navigation,	10,259,250	10,328,350	11,206,900	11,441,850	12,330,450
Monongahela Navigation,	1,004,650	1,004,650	1,004,650	1,004,650	1,063,750
Pennsylvania,	4,501,200	4,501,200	4,501,200	4,501,200	4,501,200
Schuylkill Navigation, (Philadelphia and Reading Rail- road Company, lessee,)	4,060,086	4,050,086	3,980,762	3,977,362	3,975,912
Susquehanna, (Philadelphia and Reading Railroad Com- pany, lessee,)	2,002,746	2,002,746	2,002,746	2,002,746	2,002,746
Union,	2,907,850	2,907,850	2,907,850	2,907,850	2,907,850
Total,	\$46,369,132	\$46,428,780	\$47,237,458	\$47,469,008	\$51,915,258

29 RAILROADS.

COMPARATIVE STATEMENT FOR FIVE YEARS—Amount of Funded and Floating Debt.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Delaware and Hudson,	\$19,837,000	\$19,837,000	\$18,763,000	\$18,763,000	\$15,378,000
Delaware Division,	800,000	800,000	800,000	800,000	800,000
Lehigh Coal and Navigation,	16,640,870	16,379,782	13,682,041	13,459,229	*17,906,742
Monongahela Navigation,	84,000	84,000	324,000	387,146	380,000
Pennsylvania,	2,960,000	2,940,000	2,926,000	2,872,000	2,842,000
Schuylkill Navigation, (Philadelphia and Reading Rail- road Company, lessee,)	8,662,070	8,666,117	8,675,946	8,731,635	8,968,572
Susquehanna and Tidewater, (Philadelphia and Reading Railroad Company, lessee,)	3,065,215	3,147,381	3,249,643	3,273,890	3,379,019
Union,	8,093,000	8,109,500	8,125,200	8,128,000	8,155,000
Total,	\$55,162,155	\$54,963,781	\$51,455,831	\$51,424,902	\$52,218,394

* Less \$3,557,500 assumed by the Central railroad of New Jersey.

COMPARATIVE STATEMENT FOR FIVE YEARS—Expenses Maintaining and Operating the Canal.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Delaware and Hudson,	\$184,271	\$184,148	\$178,917	\$186,825	\$171,511
Delaware Division.*	73	01	42	58	79
Lehigh Coal and Navigation,	247,604	276,271	289,764	208,390	189,107
Monongahela Navigation,	59,585	117,374	80,534	86,374	100,380
Pennsylvania,	117,826	262,611	253,740	203,771	192,372
Schuylkill Navigation,	165,733	167,570	199,797	191,792	179,086
Susquehanna and Tidewater,	35,698	45,632	46,309	15,753	48,787
Union,	23,495	23,180	21,980	18,676	21,844
Total,	\$893,210	\$1,076,739	\$1,021,045	\$911,584	\$902,010

* Included in report of Lehigh Coal and Navigation Company, lessee.

COMPARATIVE STATEMENT FOR FIVE YEARS—Receipts.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Delaware and Hudson,	\$39,500	\$54,538	\$60,007	\$52,403	\$54,171
Delaware Division.*	61	53	52	39	56
Lehigh Coal and Navigation,	1,781,843	2,081,633	2,076,619	2,321,440	2,167,737
Monongahela Navigation,	286,929	316,908	271,991	281,449	209,267
Pennsylvania,	368,769	860,251	871,466	888,399	815,412
Schuylkill Navigation,	578,133	583,727	518,687	548,284	381,762
Susquehanna and Tidewater,	58,630	59,999	65,801	69,685	55,540
Union,	29,996	25,706	22,865	19,287	22,953
Total,	\$3,080,903	\$3,332,814	\$3,386,939	\$3,680,941	\$3,206,856

* Included in report of Lehigh Coal and Navigation Company, lessee.



TABULATED RESULTS

COMPILED FROM TELEGRAPH REPORTS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Total amount now paid of capital stock.	Total amount of floating and funded debt.	Rate per cent. of interest on funded debt.	Rate per cent. of dividends.
Atlantic and Ohio,	\$650,000 00	\$650,000 00	None.	48	10
American District,	400,000 00	400,000 00	\$15,320 100	00	6
American Rapid,	10,000 00	1,000 00	00	00	41
Bell Telephone,	500,000 00	500,000 00	00	00	00
Central District and Printing,	500,000 00	500,000 00	75,000 00	00	00
Delaware and Atlantic Telegraph and Telephone,	1,000,000 00	10,000 00	00	00	00
New York and Pennsylvania Telegraph and Telephone,	1,000,000 00	1,000,000 00	00	00	8
Pacific and Atlantic,	2,000,000 00	2,000,000 00	None.	00	None.
Pennsylvania Telephone,	750,000 00	686,000 00	00	00	8
Philadelphia Local,	400,000 00	400,000 00	00	00	00
Philadelphia, Reading and Pottsville,	50,000 00	20,000 00	200,000 00	6	00
Rockhill,	8,000 00	300 00	4,220 13	00	00
Sullivan Telephone,	650 00	650 00	None.	00	None.
Toga and Morris Run,	2,500 00	1,750 00	00	00	00
Western Pennsylvania,	50,000 00	5,000 00	00	00	00
Western Pennsylvania Telegraph and Telephone,	500,000 00	500,000 00	00	00	00
Western Union,	80,000,000 00	80,000,000 00	7,214,456 00	00	6 and 7
Williamsport and North Branch,	3,000 00	1,600 00	00	00	8
York Overland Telephone, Telegraph and Electric Light,	50,000 00	36,810 00	1,015 00	17	00
Total,	\$86,923,150 00	\$86,778,080 00	\$7,510,111 78	00	00

TABLE B.—CHARACTERISTICS OF LINE.

NAME OF COMPANY.	Cost of line and equipments.	Length of main line in miles.	Length of main line in Penn- sylvania.	Number of stations, entire line.	Number of stations in Penn- sylvania.	Number of instruments in use, entire line.	Number of instruments in use in Pennsylvania.	Number of persons employed in maintaining and operating entire line.		Number of persons employed in maintaining and operating line in Penn- sylvania.		Number of messages sent during the year, entire line.	Number of messages sent during the year in Penn- sylvania.	Number of messages re- ceived during the year, en- tire line.	Number of messages re- ceived during the year in Pennsylvania.
								Males.	Females.	Males.	Females.				
American District,	\$403,817	698.75	698.75	16	16	2,463	2,462	211,168	211,168	689,873	689,873
American Rapid,
Atlantic and Ohio, †	403,630
Bell Telephone,
Delaware and Atlantic Tele- graph and Telephone, †
New York and Pennsylvania Telegraph and Telephone, †
Pacific and Atlantic,	400,000	67	67	402	402	64	29	98	29	328,000	328,000	475,000	475,000
Philadelphia Local,	254,099	101	572.75	262	262	800	800	676	13	689	13	381,454	381,454	381,454	381,454
Pottsville,
Pennsylvania Telephone, †
Rockhill,	30	30	5	5	5	5	5	5	5	5	487	487	487	487
Sullivan Telephone,	650	15	16	4	4	4	4
Tioga and Morris Run,	1,700	28.28	28.28	7	7	7	7	7	7	7	7
Western Pennsylvania,	422	3.50	3.50
Western Pennsylvania Tele- graph and Telephone, †
Western Union,	146,062.80	8,350.75	13,847	1,175	1,175	85,607	22,382	..	1,425	41,000,000	..	41,000,000	..
Williamsport and North Branch,	1,800	28	28	7	7	8	8
York Overland Telephone, Telegraph and Electric Light,	27,825
Total,	\$1,605,744	146,948.10	10,019	14,345	1,673	93,315	1,468	702	42	29,176	42	41,919,104	919,104	42,698,814	1,696,814

* No record.

† Not constructed.

‡ Not stated.

TABLE C.—EXPENSES AND RECEIPTS.

NAME OF COMPANY.	Gross expenses, entire line.		Gross expenses in Pennsylvania.		Gross receipts, entire line.		Gross receipts in Pennsylvania.	
	\$110,641	11	\$110,641	11	\$153,234	05	\$153,234	05
American District,		41		41		17		17
American Rapid,*	180,778	72	180,778	72	389,677	57	389,677	57
Bell Telephone,	92,138	92	92,138	92	153,795	20	153,795	20
Philadelphia Local,	64,630	76	64,630	76	96,693	45	96,693	45
Philadelphia, Reading and Pottsville,	41	27	41	27	549	19	549	19
Sullivan Telephone,	777	88	777	88				
Tioga and Morris Run,	12,489,771				18,456,185			
Western Union,								
Totals,	\$12,888,780	17	\$449,008	19	\$19,250,179	45	\$793,994	26

*Operated by Bankers' and Merchants' Telegraph Company.

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID FOR FIVE YEARS.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
American District,	\$400,000	\$400,000	\$400,000	\$100,000	\$400,000
American Rapid,	650,000	00	650,000	00	1,000
Atlantic and Ohio,	00	00	00	00	650,000
Bell Telephone,	00	00	00	00	500,000
Central District and Printing,	00	00	00	00	10,000
Delaware and Atlantic Telegraph and Telephone,	00	00	00	00	2,000,000
New York and Pennsylvania Telegraph and Telephone,	2,000,000	00	2,000,000	00	2,000,000
Pacific and Atlantic,	00	00	00	00	688,000
Pennsylvania Telephone,	400,000	400,000	400,000	00	400,000
Philadelphia Local,	20,000	20,000	20,000	00	20,000
Philadelphia, Reading and Pottsville,	300	300	300	00	300
Rockhill,	00	00	00	00	650
Sullivan Telephone,	00	00	00	00	1,700
Toga and Morris Run,	00	00	00	00	5,000
Western Pennsylvania,	00	00	00	00	500,000
Western Pennsylvania Telegraph and Telephone,	00	80,000,000	80,000,000	00	80,000,000
Western Union,	41,073,310	00	00	00	1,600
Williamsport and North Branch,	00	00	00	00	36,810
York Overland Telegraph, Telephone and Electric Light,	00	00	00	00	00
Total,	\$44,543,710	\$80,820,300	\$83,470,300	\$84,070,300	\$88,773,060

COMPARATIVE STATEMENT OF FLOATING AND FUNDED DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
American District,	\$16,740	\$18,600	\$19,426	\$17,552	\$15,320
American Rapid,	06	09	12	76	48
Central District and Printing,	00	00	00	00	75,000
Philadelphia, Reading and Pottsville,	200,000	200,000	200,000	200,000	200,000
Rockhill,	4,320	4,220	4,220	4,220	4,220
Western Union,	6,254,308	6,244,102	6,234,832	6,214,456	7,214,456
York Overland Telegraph, Telephone, and Electric Light,	00	00	00	00	1,016
Total,	\$6,475,568	\$6,466,922	\$6,458,028	\$6,486,278	\$7,510,111

COMPARATIVE STATEMENT OF MESSAGES RECEIVED IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
American District,	799,068	890,501	817,903	821,298	839,873
Philadelphia Local,	375,000	412,000	496,000	460,000	475,000
Philadelphia, Reading and Pottsville,	221,620	244,486	279,961	381,454
Roekhlif,	445	527	592	487	487
Total,	1,396,133	1,547,464	1,593,456	1,271,785	1,696,814

COMPARATIVE STATEMENT OF MESSAGES SENT IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
American District,	249,515	281,948	186,885	192,595	211,168
Philadelphia Local,	320,000	390,000	425,000	365,000	326,000
Philadelphia, Reading and Pottsville,	221,620	244,486	279,961	364,578	381,454
Roekhlif,	445	527	592	487	487
Total,	791,680	916,911	892,838	926,660	919,104

COMPARATIVE STATEMENT OF GROSS RECEIPTS IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
American District,	\$149,196	\$172,648	\$169,925	\$163,383	\$153,234
Bell Telephone,	13	58	28	20	05
Philadelphia Local,	218,151	187,664	251,694	210,563	859,677
Philadelphia, Reading and Pottsville,	52	58	86	17	17
Sullivan Telephone,	77,315	85,906	92,229	96,218	153,796
Tioga and Morris Run,	69	80	68	09	57
Total,	\$444,663	\$456,219	\$513,849	\$469,619	\$793,994

COMPARATIVE STATEMENT OF GROSS EXPENSES IN PENNSYLVANIA FOR FIVE YEARS

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
American District,	\$101,886	\$106,853	\$106,074	\$107,989	\$110,641
Bell Telephone,	16	80	10	02	11
Philadelphia Local,	193,208	170,685	196,007	183,730	180,778
Philadelphia, Reading and Pottsville,	58	93	12	60	41
Sullivan Telephone,	56,155	53,615	56,470	58,786	92,188
Tioga and Morris Run,	04	80	88	81	72
Total,	\$351,258	\$331,104	\$358,552	\$300,456	\$449,008

ERRATA.

The total of the column in table D devoted to "aggregate length of all tracks in Pennsylvania," printed 13,643.355, on page 333, should be 15,665.325.

The total of the column in table F devoted to "average number of persons employed, including officials," printed 136,840, on page 340, should be 146,750, and the total of the column in the same table devoted to "average number of persons employed in Pennsylvania," printed 55,153 should be 73,306.

The total of the column in table J devoted to "gross tonnage," printed 136,655,832, on page 358, should be 156,655,832, and the total of the column for 1884, in the comparative statement of tonnage, page 405, should be the same.

The total of the column in table K devoted to "total earnings," printed \$180,837,-606 71, on page 363, should be \$181,030,129 28.

The caption of the last column in table L, on page 366, should read "charged to maintenance of cars," as it does on page 364, where the table begins; and the total of the same column on page 367, should be \$10,096,251 23.

The total of the second column (conducting transportation) of table L, on page 367, should be \$50,006,299 27; that of the third, (motive power,) \$24,108,207 01, and that of the fourth, (maintenance of way,) \$19,092,290 35.

The amount (\$13,870 62) placed opposite Monongahela Incline Plane in the column of total expenses, page 369, should have been placed in the column of operating expenses, and the total expenses of this company should be \$40,520 05.

The sum of \$16,358,077 74, set opposite the New York, Lake Erie and Western company, for conducting transportation, in table L, page 365, should also have been placed in the column of total operating expenses, on page 370; and the sum of \$14,819 86 should have been set opposite the People's company in the same column of the same page. The total of the column of operating expenses should be \$117,469,203 67.

The total expenses of the New Castle and Beaver Valley company, page 370, should be \$135,779.50, instead of \$128,274.78, and the total of that column, on page 372, should be correspondingly increased.

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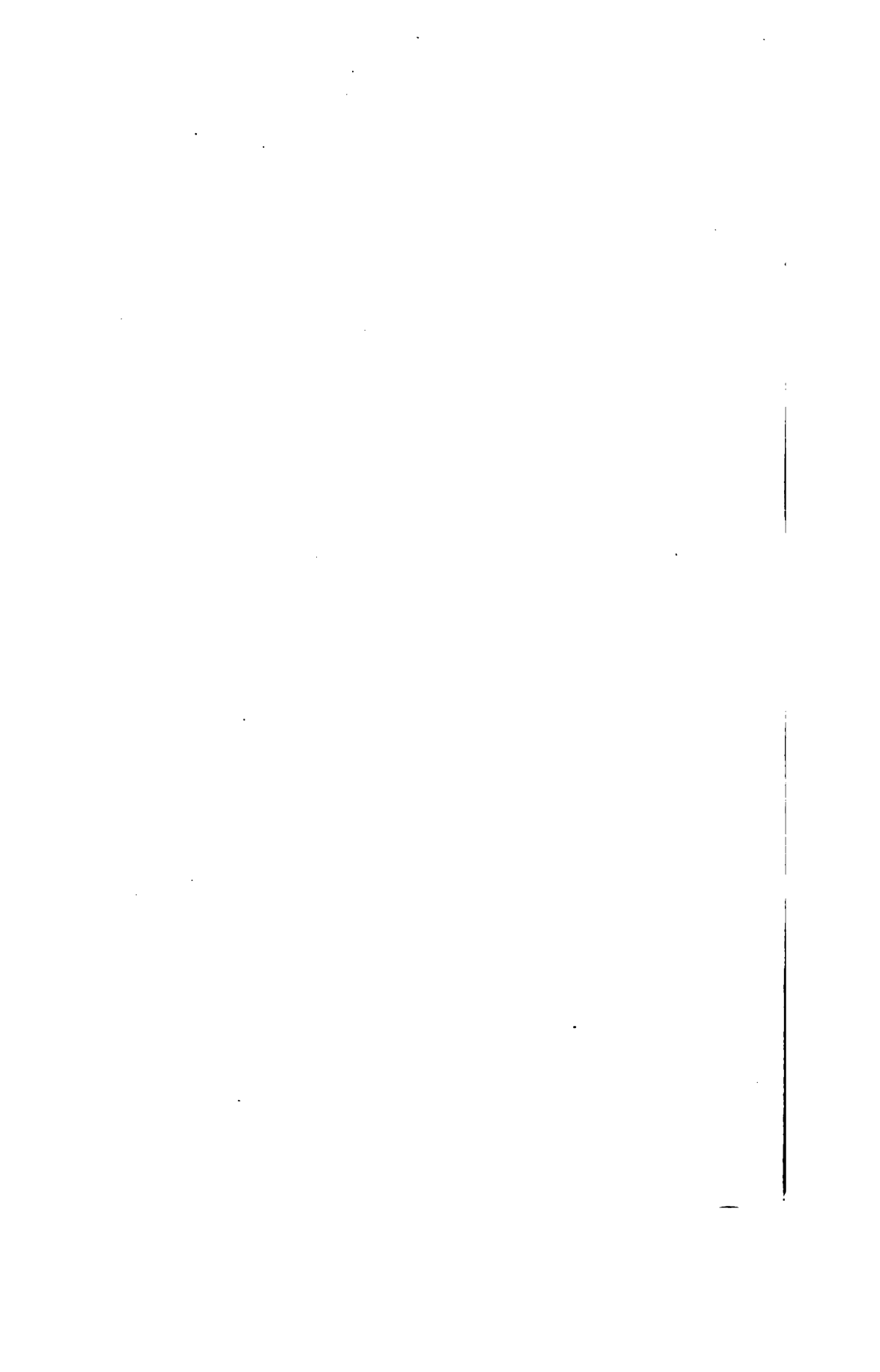
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